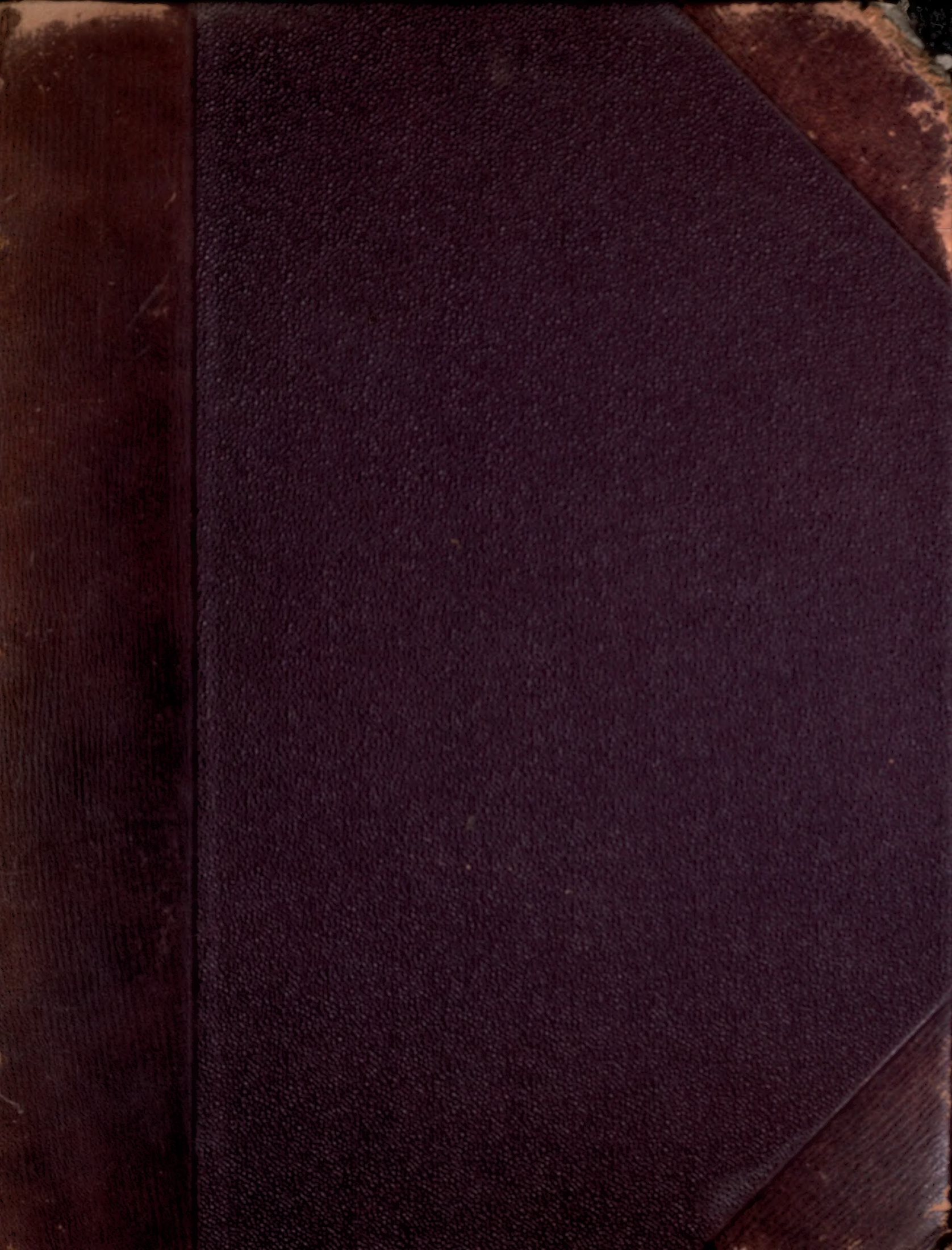
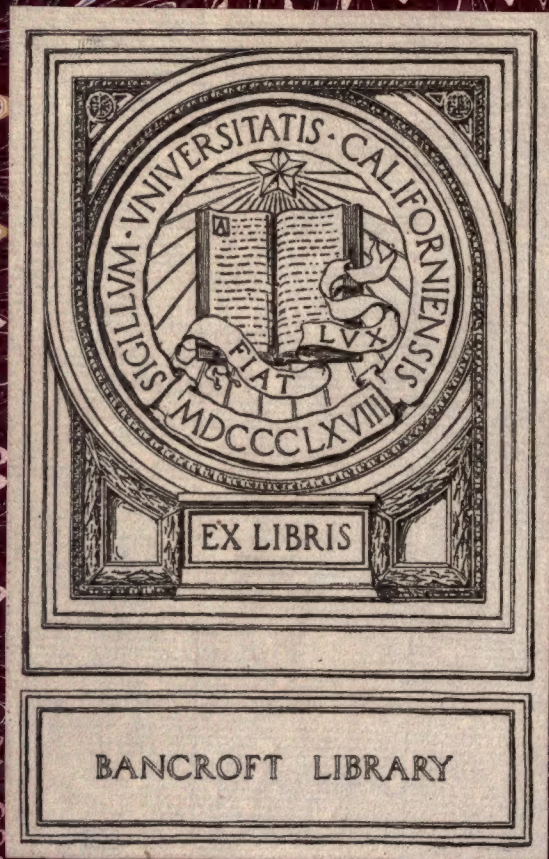
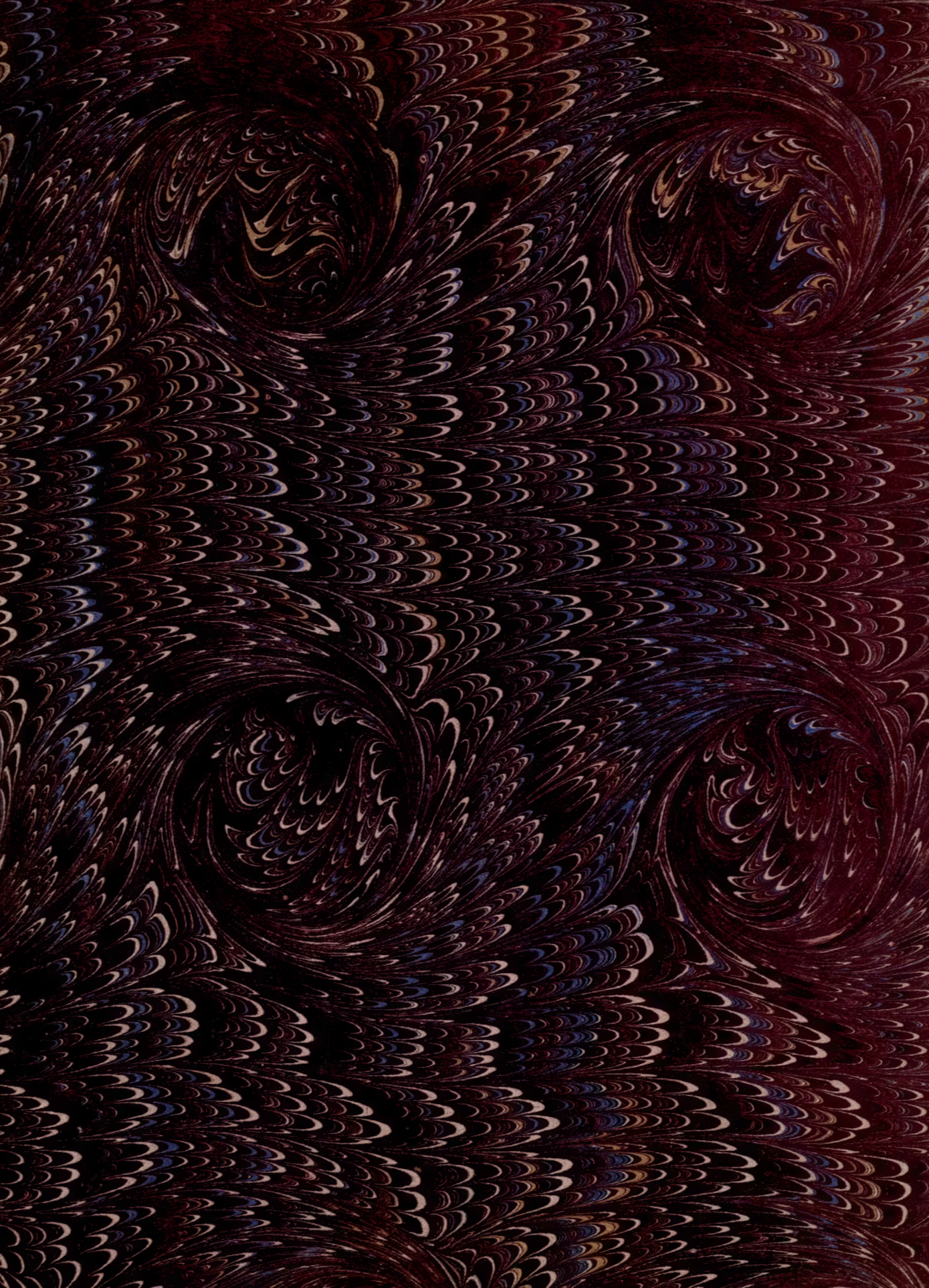








America's Successful Men of Affairs

An Encyclopedia of Contemporaneous Biography

EDITED BY HENRY HALL

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INTRODUCTION.

Volume I. of "America's Successful Men" described the careers and characters of nearly a thousand of the men most prominent in finance and practical pursuits in the metropolitan district of New York. The present volume is devoted, on the other hand, to a more numerous company of the master spirits of the business world in the United States at large. The two books constitute a publication, unique in character, national in its scope and sincerely believed to be of permanent and standard value.

New York city is a great commercial and financial center and the gateway through which rolls an enormous traffic by sea and land. The pursuits of her people relate mainly to trade, transportation, manufactures, the construction of buildings and development of the ever growing city and its suburbs, and to banking, finance and the management of corporations. It is an old, settled, prosperous and refined community and the home of several millions of people. Beyond the metropolis, there are, indeed, other great cities, but it may fairly be said, that, in the United States at large, man is brought closer to nature and to the vast and even yet only partially developed resources of America's magnificent domain. A greater variety of pursuits give occupation to the people and enlist the interest of the leaders of industry. The struggle for success is yet attended, in some parts of the country, with personal hardship, unusual excitement and even danger; and it follows that the biographies in Volume II., taken as a whole, present a greater variety of experience, are intrinsically more entertaining, and perhaps hold up to view a truer picture of American life than those of the companion volume.

The keynote of this work is success in business and practical affairs. Little or no attention is paid the lives of men whose prominence is due solely to wealth, inherited from a preceding generation, and none at all, unless the possessor of large means has performed actions of merit and made a name through his own labors and ability.

In the preparation of all the sketches, the Editor has received cordial aid from individuals and families, to whom he acknowledges indebtedness, and it is thought that the biographies are all substantially correct.

The American who believes that American life does not afford the material for picturesque literature, surely does not know his own country. Uneventful and monotonous as is the life of the average business man, and true as it is that practical affairs constitute a field in which one would least naturally look for the elements of romance, yet there are scores of life stories, incidents and achievements of extraor-

dinary interest in the following pages, some of them bordering upon the marvellous, any one of which would supply the material for an entertaining and valuable book. The reader may find, for himself, these stories scattered through the work.

These volumes teach one or two useful lessons. While protection to domestic industry and maintenance of a safe monetary standard are of immense and direct interest to the mass of the people, to the small operators and workers, yet they are, after all, of comparatively little account to men of intellect, originality, force, courage and frugality. Men of this stamp, the actual leaders, thrive under all systems and under all circumstances. There are rich men in every kingdom of the world, in free trade England and protection France, in free silver Mexico and gold standard Europe, in India where wages are a few cents a day, and in Japan where a dollar brings comforts and conveniences which an American must pay five times the money to obtain, as well as in America. One great fact which distinguishes America from nearly if not quite every other country under the sun is, that here the avenues to wealth and position are absolutely open to all, without reference to the education, means, or social standing of the man at the beginning of his career, or his official station afterward. In Europe and Asia at large, and perhaps in South America, the men of largest wealth are to be found mainly, although not entirely, among the nobles and official classes. The man sometimes said to be the richest individual in the world, the Emperor of China, is the extreme type of the foreign system. His inherited wealth and income, the latter wrung from subordinates and the people by exactions, are both enormous, and his liberality is seen chiefly on such occasions as celebrations of the imperial birthday, when, with lavish ostentation, he scatters \$3,000,000 among the people to keep them in good humor. In America, a typical example is, perhaps, John D. Rockefeller, a man of the people, who, from a boyhood in obscurity and a clerkship on a small salary, rose to enormous possessions by his own genius and the organization of an important industry, which provided honest labor for an army of workmen, developed the natural resources of his country, and reduced the cost of one of the necessities of life to his countrymen, and who gives millions, not showily, to dazzle and conciliate an oppressed people, but in the most singularly unobtrusive manner, to promote popular intelligence and the happiness of mankind.

The examples of success in this work should prove a strong incentive to the capable youth of America to make the most of their lives, to begin in youth to cultivate habits of thrift and thoroughness, and to lay, even before attaining their majority, the sound basis of character, practical sense, energy and integrity, without which a lasting success in affairs is practically impossible.



AMERICA'S SUCCESSFUL MEN.

THE UNITED STATES AT LARGE.

HORACE ABBOTT, iron manufacturer, Baltimore, Md., became famous for his part in the equipment of iron clad monitors during the Civil War. Born in Sudbury, Mass., July 29, 1806, he removed to Baltimore at an early age and engaged in iron manufacturing. At first, his attention was directed chiefly to steamboat shafts, cranks and other heavy forgings, and he made the shaft for the frigate *Kamtchatka*, built in this country for the Russian navy. It is said, in fact, that he made the first large steamboat shaft ever known in America. Through intelligent persistence, he developed a large business, and was long a leader in the United States in this line of undertakings. He supplied the heavy iron used in the new dome of the Capitol at Washington, and was able to produce American plates for hulls of vessels, which took the place entirely of those of English make previously imported. His first mill, built in 1850, was larger than any other in the country at the time, having nine foot rolls. The second mill, completed in 1857, had ten foot rolls. Another mill, built in 1858, and a fourth in 1861, enabled Mr. Abbott to produce larger iron plates than could be obtained from any other mill. These achievements were accomplished by economy and prudent care of profits. The first work done in the fourth mill was the making of the heavy iron for Ericsson's *Monitor*, which, except for this mill, could not have been produced in America, and the *Monitor* could not have been built in time to reach Hampton Roads to fight her famous battle with the *Merrimack*. During the war, Mr. Abbott made the iron armor for the other monitors, including the *Roanoke*, *Agamenticus* and *Monadnock*. It was the ambition of Mr. Abbott to show by actual demonstration that in the United States it was practicable to compete successfully with English makers, even at the low tariff rate. When he had illustrated his purpose, he readily gave way to others who, seeing what he had done, were eager to take his place, more especially since the Morrill tariff was by that time affording encouragement to the purpose. Successful in his efforts, Mr. Abbott retired from the iron business in 1865. His works were sold and became known afterward as The Abbott Iron Co. He died Aug. 8, 1887. Mrs. Isaac M. Cate of Baltimore is his only child.



JOHN H. HARRIS, M.D.

ERNEST ROBINSON ACKERMAN, manufacturer, Plainfield, N. J., already conspicuous in public affairs and likely to become more so, is a native of New York city, where he was born June 17, 1863. He comes from patriotic ancestry and descends from Colonel Morgan, a famous officer of the American Revolution. His father, the late J. Hervey Ackerman, was president of the Common Council and City Judge of Plainfield, N. J., while the late Warren Ackerman, of Scotch Plains, N. J., was his uncle. When Ernest was five years of age, the family removed to Plainfield, and there the youth received a sound education, graduating from the High School in June, 1880, and being one of seven, who had won by application special distinction in the class. The same year, he went to Europe with Bishop Vincent and his son George and spent several months in travel in England, Ireland, France, Belgium, Germany and Switzerland.

Returning in October, his mind stimulated by what he had seen and eager to enter upon a career, Mr. Ackerman applied himself to learning the details of the cement industry, in the office of The Lawrence Cement Co., on William street, New York city. Fidelity to duty, ambition, and intelligent effort, resulted in February, 1885, in his election as director and secretary of The Cumberland Hydraulic Cement & Manufacturing Co., and in the following September vice-president. He speedily became an expert in the manufacture of cement, thoroughly conversant with the practical and economic sides of the industry. In March, 1886, Mr. Ackerman was elected a director in The Rock Lock Rosendale Cement Co., and during 1885, visited California in the interest of his two concerns and made another tour of Europe, and in 1895 made a tour round the world. In January, 1887, The Lawrence Cement Co., which had grown to large proportions through a union of various concerns, appointed him one of its general sales agents, the duties of the position compelling him again to travel extensively. In 1891, he was elected to the presidency of The Lawrence Cement Co.

The Lawrence Cement Co. produces about 5,000 barrels per day, or over 1,000,000 barrels a year, which is nearly an eighth of the whole product in this country. The works of the company extend four miles on the Rondout Creek in Ulster county, N. Y., and are located over quarries of dark blue tentaculate or water limestone rock, which, when burned and properly treated, assumes the condition of a powerful hydraulic cement. The rock lies mainly within a narrow belt, scarcely a mile wide, skirting the Shawangunk Mountains. It is quarried from drifts and tunnels, driven into the hills at various depths and following the bed in which the rock has lain for ages. In loosening the rock, there were consumed in these works in one year 62,000 pounds of dynamite, 350 kegs of black powder and 175,000 feet of blasting fuse. The rock is drawn in cars to openings on the hillside, and then, in various buildings, is burned, crushed, ground, mixed, proved and packed for shipment. Great pains are taken to prevent the sale of any cement below standard excellence. The mills, kilns, storehouses, repair shops, cooper shops, railroads, mines, etc., constitute an extensive plant, requiring the services of about a thousand well-paid men. A fleet of twenty-five canal boats, built by the company, transports the product to market by way of The Delaware & Hudson Canal and the Hudson river, and a large number of outside vessels find desirable employment in the same business. The product of these works goes by the name of the Hoffman Rosendale cement, and finds a market in every part of the United States.

This industry derives its greatest value in an economic sense, from the fact that labor constitutes at least 87 per cent. of the cost of the finished product. The rock as

it lies in the ground, the lumber pile from which the barrels are made, and the coal purchased for fuel, are the raw materials of the industry. All of the rest of the value comes from careful, conscientious and expert labor. The possibility of maintaining the cement industry in this country against foreign competition is simply a question of wages and protection. It is an interesting fact, that, during the hard times of 1893-94, when thousands of working men went begging for work at half wages, Mr. Ackerman refused, from a sense of public duty and interest in his employés, to take advantage of the situation and reduce the wages of his regiment of men. He bore the brunt himself and paid full wages during the whole period. This act of practical philanthropy strongly endeared him to working men. Mr. Ackerman's thorough knowledge of this industry stood him and the men in good stead in July, 1888, when revision of the tariff was under consideration in Washington. He appeared before the Congressional subcommittee on that occasion as the champion of such duties on foreign cement as would permit a continuance of the domestic manufacture and sustain the employment of skilled labor. His clear and earnest recital of the simple facts made a strong impression on both the Republican and Democratic members; and a working duty on foreign cement was retained.

The revelation of his abilities as an advocate of the interests of American labor led the Republican managers of the Presidential campaign in 1888 to invite Mr. Ackerman to join in public discussions. In compliance with their request, he spoke in Cumberland, Md., with Col. T. M. Bayne, of Pennsylvania, and Joseph D. Taylor, Congressman from Ohio, and in Kingston, N. Y., with Gen. George W. Carter, of Louisiana, and Col. George H. Sharpe. His speeches in both places abounded in strong and sensible suggestions; and the one in Kingston was printed in full in New York city by *The Mail and Express*. To his surprise, he then found himself launched upon a public career.

In 1888-89, repeated requests were made that Mr. Ackerman should serve his ward in the Common Council of Plainfield. He declined, at first, owing to preoccupation in practical affairs, but, in 1890, consented to accept the Republican nomination for Councilman from the Third Ward, and was elected by a handsome majority. In the stormy session of 1891, Mr. Ackerman proved to be the right man in the right place. He led the Republicans, with credit, in a lively contest in the Board, and by his earnest efforts saved the taxpayers of Plainfield a large sum of money. He was a member of the famous minority of five, who successfully resisted the efforts to fasten upon the city a water and sewerage system, to which the taxpayers were stubbornly opposed. Mr. Ackerman did not absent himself from one of the forty-three sessions of that year.

In politics, there is always a large amount of hard and prosaic work, which entails loss of time, the expenditure of much money, and distraction from business pursuits; and such work is, as a rule, energetically avoided by prominent business men. Those however, who, from genuine public spirit, accept the responsibilities of such work, perform a service which merits recognition. Although a busy man, Mr. Ackerman has not shirked his duty to the Republican party. He has attended many conventions as a delegate, and was honored in 1892 by being elected chairman of the County Convention, and in 1893, chairman of the City Convention. He was a delegate to the National Convention of Republican clubs in Denver, Colo., in 1894, and has been a

hard-working member of the City and County Executive Committees. His services, ability and character led, in 1894, to the suggestion that he be made the Republican nominee for Congress at the next election in the Plainfield district, but his vast business interests made it impossible for him to be a candidate. He is well fitted for public service, and, should he ever accept a nomination for Congress, will undoubtedly display the same fidelity and ability which have so far characterized his career. His political creed is summed up in the remark, recently made: "I believe in a tariff on foreign goods sufficient to equalize the differences in labor cost between this country and Europe; in other words, in maintaining the wages of the laboring man and not reducing them to the European level. I believe that every dollar of our currency should be equal to any other dollar, and that all should be of the best. I believe in a free and unrestricted ballot and a fair count; that our foreign commerce should be extended by proper reciprocity treaties; that we should be ever mindful of the services and sacrifices of the men who saved the life of the nation, and that we should give proper recognition to all just claims for pensions."

Mr. Ackerman was married in February, 1892, to Mora L., daughter of William E. Weber, of Cumberland, Md. While his business office is in New York city, his home and social and political interests are entirely in Plainfield.

ALVIN ADAMS, founder of The Adams Express Co., a native of Andover, Vt., and born June 16, 1804, died in Watertown, Mass., Sept. 2, 1877. He was descended from Henry Adams, an emigrant from England in colonial times to Braintree, Mass. John Adams, President of the United States, was a descendant from the same emigrant. In 1840, Alvin Adams engaged in the then novel specialty of forwarding parcels, money, and valuable merchandise between Boston and New York by way of Worcester, Norwich and New London, beginning in a little store in Boston, at No. 9 Court street, on the site of the present Ames Building, and making his first trip May 4. Later, he formed the partnership of Adams & Co., with Ephraim Farnsworth, the latter taking charge of the New York office, and being succeeded at his death soon afterwards by William B. Dinsmore. In 1854, Mr. Adams effected a union of four concerns, Adams & Co., Wm. F. Harnden & Co., Thompson & Co., and Kinsley & Co., under the name of The Adams Express Co., and became president of the organization. So many bright and energetic men were associated in this concern that it was not difficult after that to extend the business to the West and South, and The Adams Express Co. became a powerful corporation. Mr. Adams was associated at one time with the pioneers of the express business to the mining camps in California, but in 1854, sold his Pacific coast interests to The California Express Co. The wife of Mr. Adams was Ann Bridge of Cambridge, a descendant of John Bridge, one of the original settlers of Cambridge, then Newtown, Mass., who established the school from which sprang Harvard College.—**WALDO ADAMS**, son of Alvin Adams, born in Boston, May 23, 1836, died in the same city, March 9, 1892. At the age of eighteen, he entered his father's office, where he learned the express business and worked up through all grades to that of superintendent. In 1888, after the death of President Dinsmore, he assumed the office of actual manager, and held it for the rest of his life. Governor Andrew called him into the public service during the Civil War, as assistant quartermaster on the staff, and often sent him to the front with supplies for the hospitals and troops, his knowledge of the express business especially fitting him for these labors. Mr. Adams was a

director in *The Equitable Life Assurance Society*. June 2, 1857, Mr. Adams was married to Isabella H., daughter of Walter and Annis Crawford Burnham of Lowell. His wife survived him.

CHARLES FRANCIS ADAMS, writer and man of affairs, is a member of the famous family which gave two Presidents to the United States, and for four generations has occupied a prominent place in public and social life. He is a great grandson of John Adams, grandson of John Quincy Adams, and son of the late Charles Francis Adams, formerly Minister to England. His mother was a daughter of Peter C. Brooks, an old time merchant, who died in 1848 the richest man in New England leaving a fortune of over \$2,000,000 to several children. A considerable portion of the real estate of the family descends from colonial times. Henry Adams, of this family, settled in 1636 at Mount Wollaston, later Braintree; and in that portion of Braintree which in 1792 was incorporated as Quincy, the Adams family have had their homes from 1640 until the present day. The men were in early times farmers, who slowly increased in substance; and the growth of population has enhanced the value of their lands. The family real estate in Boston ranks with the most productive in the city.

Charles Francis Adams, born in Boston, May 27, 1835, graduated from Harvard in 1856, was admitted to the bar in 1858, and received a commission at the beginning of the Civil War, as 1st Lieutenant in the 1st Mass. Cav. He served loyally and was mustered out as Colonel and brevet Brigadier General in July, 1865. Mr. Adams then began the practice mainly of railroad law, and in 1869, became a Railroad Commissioner of Massachusetts, resigning the position in 1879. In 1871, he published a book, entitled "Chapters of Erie, and other Essays," which attracted much attention. Subsequently, in 1871 and 1872, he published two treatises, "Railroads, their Origin and Problems," and "Notes on Railroad Accidents." It was through Frederick L. Ames that Mr. Adams became connected with The Union Pacific Railroad. Mr. Ames took him all over the road, so that he might know the property, and made him a director, and, in 1884, president of the corporation. Mr. Adams proved of much value to the company. After six years of service, he resigned in 1890. He is now president of The Kansas City Stock Yards Co., and a director in The Westinghouse Electric & Manufacturing Co., of Pittsburgh, and other companies.

Mr. Adams was, 1883-95, an overseer of Harvard University. He is a fellow of The American Academy, and vice president of The Massachusetts Historical Society. In June, 1883, he delivered the Phi Beta Kappa oration at Harvard, which under the title of "A College Fetich," created a lively public discussion. His main contention was in favor of rescinding the rule, which made a superficial study of elementary Greek a requirement for admission to colleges. Mr. Adams is an independent in politics. Since 1890, he has devoted himself to private affairs and literary pursuits, especially to historical investigation. He is chairman of the Metropolitan Park Commission and was an original member. Besides numerous addresses, essays and monographs, there have come from his pen, "Richard Henry Dana," a biography in two volumes of the author of "Two Years Before the Mast," 1890; "Three Episodes of Massachusetts History," being in fact a history in two volumes of Braintree and Quincy, 1892; and a smaller work, "Massachusetts, its Historians and its History," 1893.

In 1865, Mr. Adams married Mary Hone, daughter of Edward Ogden, of Newport, R. I., and they have two sons and three daughters. Their home is in Lincoln, Mass.

J. MCGREGOR ADAMS, manufacturer, Chicago, a native of Londonderry, N. H., was born March 11, 1834. The Rev. John R. Adams, D.D., his father, who married Mary Anne McGregor, served as chaplain throughout the War for the Union, in the 5th Me. and 121st N. Y. Vols. Mr. Adams is in the seventh generation of descent from Henry Adams of Braintree, Mass., whose tombstone declares that he "took flight from the dragon, Persecution, in 1630." Governor Bradford of Plymouth colony, who came to America in the *Mayflower*, was another ancestor, and John Adams, LL.D., his grandfather, was principal of Phillips Academy, Andover, for over twenty years. On the maternal side, his lineage extends back to Gen. George Reid of Londonderry, who fought at Bunker Hill and in other battles of the American Revolution, and to the Rev. James McGregor, one of the defenders of Londonderry Island, who, tradition says, fired the gun, announcing arrival of relief to the besieged. This colonial parson emigrated in 1630 with his congregation and settled in Londonderry, N. H. Educated in Gorham, Me., and Andover, Mass., J. McGregor Adams went to New York city in 1853, to become a clerk in a dry goods house in Cortlandt street, at a salary of \$150 a year, and managed to live on this scanty sum. Subsequently, he entered the office of Clark & Jesup on Beaver street, New York, and with this house and its successors has ever since been connected. In 1858, he settled in Chicago, representing Morris K. Jesup & Co., the house being subsequently merged into that of Crerar, Adams & Co., which is yet in existence, and of which Mr. Adams is a partner. In this concern and in The Adams & Westlake Co., incorporated in 1874 with a capital of \$650,000, of which he is president, The Union Brass Manufacturing Co., and kindred concerns, Mr. Adams manufactures the whole range of goods called railroad supplies, including headlights, lanterns, car trimmings and other specialties in metals, many of them patented articles. He is a member of the Chicago Board of Trade and one of the Commissioners of Lincoln Park, has been president of the Union League and Union clubs, and belongs to the Loyal Legion and Society of the Cincinnati. His wife is Jane Rockwell King, whom he married July 12, 1864.

JAY ELMER ADAMS, land proprietor, originated March 30, 1862, on a farm near Osceola, Clarke county, Iowa, the son of Thomas J. Adams, farmer, and Berilla, his wife. His people were Kentuckians, originally, and are of the kin of the Adams, Moffett and Hickman families of Indiana. Brought up as a country boy, with no superfluity of education, Jay E. Adams was thrown upon his own resources at eleven years of age by the death of his mother. Each summer was spent in working on a farm for the bare necessities of life, and the winters were devoted to plodding through simple text books at a rural school. At the age of eighteen, Mr. Adams took charge of a country school in Western Nebraska, then went into a store as clerk, and at twenty became travelling salesman for a wholesale house in Omaha, being then as thoroughly trained to toil and as self-reliant and alert as most college men are at thirty. His salary as a salesman was good and the nucleus of a fortune was laid by frugal living and careful saving. For a time, Mr. Adams lived in Denver, Colo., but in October, 1890, settled in San Antonio, Tex., which has ever since been his home. There he devoted himself to real estate interests, buying much acre property and dividing it into city lots. It is he who bought the land, plotted the streets and developed the attractive suburb of Laurel Heights, now the best residence property in the city. He gave \$10,000 to the water works company to lay their mains through the Heights and \$5,000

to The San Antonio Street Railroad Co. to run their cars out there. Mr. Adams is also the owner of 30,000 acres of land in Colorado and 4,000 acres in Blanco county, Texas, and of herds of cattle. All his operations have been conducted in his own name. To him and his wife, Maud M. Young, whom he married in Central City, Neb., in 1883, two children have been born, Carleton and Cfaig. Mr. Adams takes a natural pride in growing possessions, but far more in the fact that he has never intentionally done anything to be ashamed of and has always tried to apply the golden rule. He feels the keen interest of every native American in political affairs, while his church, The Young Men's Christian Association and various religious societies, to which he belongs, furnish ample scope for social inclinations.

JOHN QUINCY ADAMS, lawyer and farmer, born in Boston, Sept. 22, 1833, died Aug. 14, 1894. He was the oldest son of the late Charles Francis Adams, sr., Minister to England, and was known as the farmer member of the family. Like his father and brothers, trained for college in the Boston Latin School, he graduated from Harvard in 1853. Charles W. Eliot, now president of that University, was a class-mate. Mr. Adams studied law, was admitted to practice in 1855, and ranked for a time as one of the leading members of the Norfolk County bar, maintaining offices in both Boston and Quincy, but he was not attached to the profession and preferred the freer life of a country gentleman. He settled in Quincy, therefore, and busied himself with an estate of about 500 acres, inherited from his father. During the Civil War, he served as a Colonel on the staff of Governor Andrew, and went to the front several times, but saw no active service except for a short time in 1861, when stationed in Fort Independence in Boston Harbor as a lieutenant of artillery. In 1866, 1869 and 1870, he sat in the State Legislature. Although originally a Free Soiler, he became in the reconstruction period a Democrat, and, while an able man, was not fortunate in politics. In 1867, when the Democrats of Massachusetts made one of their many new departures, in the hope of gaining power, they nominated him for Governor. The State was overwhelmingly Republican, however, and Mr. Adams was defeated. He was again nominated and again defeated. In 1872, he was nominated for Vice-President of the United States on the ticket with Charles O'Connor, of New York, with a similar result. In 1873, at the solicitation of his party, he became a candidate for Lieutenant Governor of Massachusetts on the ticket with William Gaston, who had just served a term as Governor, but with him was defeated. He was, in 1884, nominated for Congress in the Second District, but declined to stand, and after that time, was not active in politics. In 1891, Governor Russell appointed Mr. Adams a member of the Rapid Transit Commission. Mr. Adams was always a refined and courteous gentleman, whose character was above reproach and whose ability was characteristic of the family. He served as a trustee of large estates, and sat in the directorate of several railroads. The surviving members of the family are his wife, Mrs. Frances Crowninshield Adams, George Casper, Charles Francis, 2d, and Arthur, his sons, and a daughter, Adelaide. Mrs. Adams is a member of The Fifty Associates, who own a large amount of valuable real estate in Boston.

JOHN EDWARD ADDICKS, capitalist, a native of Philadelphia, was born Nov. 21, 1841. He traces lineal descent from Donald O'Sullivan Beare of Dunboy Castle, County Cork, Ireland, chief of Beare and Bantry, leader of the Munster forces in the war with Queen Elizabeth, and, at his death, Earl of Beerhaven. Among this old,

Irish chief's posterity were Gen. John Sullivan of the American Revolution, and Barbara O'Sullivan of Philadelphia, who married John Edward Charles Addicks, German Consul to Philadelphia and became the grandmother of the subject of this sketch. Mr. Addicks is also of gentle descent through his mother, Margaret McLeod Turner, a great grand daughter of Lady Arabella Galbraith of Scotland. Graduating from the High School in Philadelphia at the age of fifteen, Mr. Addicks spent four years in a wholesale dry goods store and then entered the employment of Levi Knowles, a flour merchant, who finally admitted him to partnership. In 1863, with the capital he had saved, Mr. Addicks engaged in the flour business and rose to prominence in the trade in Philadelphia. Spring wheat flour from the Minnesota region was introduced in Philadelphia largely through his energy. Mr. Addicks was married in 1864 to Laura Wattson Butcher of Philadelphia. Their only child is a daughter, Florence.

When he had gained the means, Mr. Addicks embarked in real estate ventures, but, in recent years, he has become prominent through the introduction of water gas for lighting purposes into the larger cities of the country. Works for the manufacture of this gas were built by him in Jersey City and for The Consumers' Gas Co. of Chicago, and the competition which he engendered led to a union of the gas companies in Chicago into the now noted Chicago Gas Trust. In 1884, he organized and became president of The Bay State Gas Co. of Boston, which constructed large works. In 1892, he bought a majority interest in The Brooklyn Gas Co., becoming its president, and is now largely interested in other gas companies in Brooklyn. These operations have brought him large wealth. He has also established a gas making plant in Wilmington, Del.

Mr. Addicks has been by turns a resident of Philadelphia, Boston and New York, and is a member of the Law, Vaudeville and New York Yacht clubs of New York city, the Eastern and Boston Yacht clubs of Boston, and the Hamilton club of Brooklyn. Having finally established a country home in Claymont, Del., he became a candidate in 1895 for United States Senator from Delaware, and his pertinacity, wealth, and strenuous methods enabled him to make a strong showing in the lively and memorable contest which followed, and, by an extraordinary procedure in politics, to defeat the election of Senator Henry A. DuPont. The friends of Mr. DuPont commanded exactly one more vote than Mr. Addicks and the whole combined opposition; but the former Lieutenant Governor of the State (who had been promoted to the Gubernatorial chair) was brought into the joint convention of the Legislature and cast his ballot, thus tying the vote and affording the opposition a basis on which to contest Mr. DuPont's election. The Democrats and Populists of the Senate refused to seat Mr. DuPont.

JOHN PETER ADRIANCE, manufacturer, Poughkeepsie, N. Y., was a son of John Adriance, manufacturer, and was born in Poughkeepsie, March 4, 1825. He died June 18, 1891. After school attendance in his native city and in New Paltz, N. Y., he gained his first impressions in business as a clerk in the hardware store of Storm & Uhl in Poughkeepsie. Later, he took a position in the same trade with Walsh & Malory of New York, and in 1845, was sent by the firm to Manchester, N. H., to manage their store there. While he succeeded to this business, he was not content with it, and he returned to New York in 1852 and went into the wholesale hardware trade with his brother-in-law, Samuel R. Platt, and with Samuel W. Sears, under the firm name of Sears, Adriance & Platt. This concern purchased, in 1854, the Manny mower patent for the New England States, and began building the machine in Worcester, Mass., the

manufacture being carried on in the name of John P. Adriance. In 1857, Mr. Adriance acquired the patent rights for the same territory for a mower, which had just been awarded the first premium at a field trial in Syracuse, N. Y. This machine he named the "Buckeye" from the fact that it had originated in Ohio. The Manny machine being abandoned, manufacture of the new one was begun in Worcester, Mass. In 1859, the factory was moved to Poughkeepsie, and in 1863, the firm of Sears, Adriance & Platt was succeeded by Adriance, Platt & Co., who were destined to rise to distinction. In January, 1882, Mr. Adriance incorporated the business under the old firm name, and took the presidency of the company, which position he held until his death. The Buckeye mower and reaper enjoyed an extended sale, and the works proved of much benefit to the city of Poughkeepsie. Mr. Adriance was of Dutch descent and a member of the Holland Society of New York. He was survived by his wife, Mrs. Mary Jane Ruthven Platt Adriance, and his children, Isaac Reynolds, John Erskine, Harris Ely, William Allen, and Francis Henry Adriance, and Marion, wife of Silas Wodell.

PROF. ALEXANDER AGASSIZ, capitalist, Cambridge, Mass., has gained a fortune without a life of slow accumulation, and has been able to devote his time to science, authorship, and education. A son of the late Prof. Louis Agassiz of Harvard University, he was born in Neuchatel, Switzerland, Dec. 17, 1835. Coming to the United States in 1849, and graduating from Harvard in 1855, he studied civil engineering and chemistry, and for a while acted as instructor in his father's school for young ladies. In 1859, the United States Coast Survey employed him as an assistant in work on the Pacific coast and northwestern boundary. He returned to Cambridge, Mass., the following year. In 1863, Prof. Agassiz engaged in coal mining in Pennsylvania, and in 1866 in copper-mining in the Lake Superior region. The copper mines made him a rich man. Until 1869, he had charge, as superintendent, of the Calumet and Hecla copper mines, which developed into enormous copper producers. Prof. Agassiz is now president of The Calumet & Hecla Mining Co. He is connected with Harvard University as curator of the Museum of Comparative Zoölogy, and has given upwards of \$750,000 to that institution and the college. As a result of several deep sea dredging expeditions in the *Blake* and the *Albatross*, sent out by the Coast Survey and the United States Fish Commission to the West Indies and the Pacific under his charge, and of extended travels in South America, India and Europe he is the author of a large number of publications on marine zoölogy and scientific topics, an imperfect list of which appears in the catalogue of scientific papers published by The Royal Society of London. The Metropolitan, Century and Engineers clubs of New York city have enrolled him as a member.

CAPT. JOHN COMIGERS AINSWORTH, pioneer of the Pacific coast, first saw the light of day June 6, 1822, in Springborough, Warren county, O. His mother and father both dying before he was twelve years old, the boy had to go to work at once at \$5 a month in the store of his uncle, where he enjoyed strict and even harsh discipline. The limited schooling of his boyhood was so supplemented by reading and private study, that Captain Ainsworth always passed for an educated man. When of age, he found employment in the navigation of the Mississippi, rose to be a pilot, and at the time of the discovery of gold at Sacramento was master of a steamboat, plying between St. Louis and Galena. He removed to California in 1850 with William C. Ralston, and

reached Sacramento with just \$9 in his pocket. Before he died, his funds had grown to several millions. Mr. Ainsworth pushed on to Oregon, and in time promoted the building of a steamboat at Milwaukee on the Willamette to ply between Oregon City and Astoria, with Mr. Ainsworth as captain. A year or so later, when Capt. R. R. Thompson built the *Umatilla*, a stern wheel steamer, to trade on the middle Columbia, these two men joined their interests; and during the Indian War of 1855, the *Umatilla*, commanded by Captain Ainsworth, was largely and profitably employed in carrying troops and supplies for the Federal government. In 1857, gold was discovered on the Frazer river, and thereupon Captain Ainsworth made an historic voyage. Reducing all the top hamper of the *Umatilla*, Captain Ainsworth took his boat under steam out through the breakers which roar across the famous Columbia river bar, and made a three days' trip on the open sea to Frazer river. This voyage was the theme of anecdote for years. Throughout the gold excitement, his boat was employed on that route, realizing handsome profits. But in the winter of 1860-61, gold was discovered on the upper tributaries of the Columbia, and Captain Ainsworth, Captain Thompson, and Simeon G. Reed of Portland, thereupon created a fleet of steamboats, afterward merged in The Oregon Steam Navigation Co., to trade to all points accessible on the upper waters of the Columbia and its tributaries. For many years this company enjoyed the monopoly of an enormous traffic. Captain Ainsworth was one of the largest three stockholders, when, in 1879, the boats were sold to The Oregon Railroad & Navigation Co. He had meanwhile become a large owner of improved real estate in Portland. Removing in 1880 to Oakland, Cal., he organized The Ainsworth National Bank of Portland, in 1886, and later The Central Bank of Oakland. In 1888, Captain Thompson and he bought land at Redondo Beach, upon which they created a seaside hotel. Captain Ainsworth was a prominent member of the Masonic order, philanthropic, liberal, and devoted to his family, a just man, and, while a money maker, generous. He died Dec. 30, 1893, survived by his wife and six children, George J., John C., Daisy, Henry, Maude, and Belle.

HEALY CADY AKELEY, an operator in the lumber industry in Minneapolis, has proved many things and held fast to one which was good. A native of Stowe, Vt., he was born March 16, 1836. The ancestors of his family came from England at an early period, and his mother was a member of the Dustin family of Haverhill, Mass., famous for their part in Indian wars. Educated in the local schools, Mr. Akeley began life as a farmer and surveyor, later becoming a lawyer, as so many farm boys do. In October, 1863, he enlisted in the 2nd Mich. Cav. as a private, and was mustered out in 1865 as Adjutant of the regiment. In 1872, he went into the manufacture of lumber in Grand Haven, Mich., and continued therein until removal to Minneapolis in 1887. He was Mayor of Grand Haven two terms, and, 1866-81, Collector of Customs for the District of Michigan. Mr. Akeley is now president of The H. C. Akeley Lumber Co., in Minneapolis, in partnership with Charles H. Hackley and Thomas Hume, of Muskegon, Mich., president of The Itasca Lumber Co., and member of the lumber firm of Walker & Akeley, who are operating pine lands owned by the partners. Among the twenty saw mills of Minneapolis, those of Mr. Akeley occupy a place in the front rank. Character, grit, wide knowledge of the world, and patient perseverance, have made Mr. Akeley a prosperous man, and he is now president of The Flour City National Bank and The Metropolitan Trust Co., and, by reason of social qualities,

a member of the Minneapolis and Union League clubs. Annie Murray of Waterbury, Vt., became his wife in 1859, and in 1869, after her death, Mr. Akeley married Hettie E. Smith of Grand Haven. He has one child, Florence.

GEORGE ADELBERT ALDEN, merchant, Boston, Mass., has been for more than forty years successfully connected with the trade in crude rubber. One of the lineal descendants of John and Priscilla Alden of the *Mayflower*, he was born in Hope, Me., April 7, 1830. Upon leaving the High School in Bangor, he became a clerk in the drug business in the same city, but went to Boston in 1848 and entered the drug store of William B. Little & Co., remaining there until 1855. He then started on his own account a brokerage business, in drugs and crude rubber, adopting the firm name of George A. Alden & Co. In 1878, his oldest son, Adelbert Henry Alden, then just of age, came into the concern as a partner. The firm now enjoy a large business in importing rubber and have gradually come to deal in various other foreign products, such as cocoa, shellac, gambier, etc., and to export lumber, staves, petroleum, etc., with a branch office in New York. They have resident agents in Paris, London, Liverpool, Hamburg, Lisbon, Calcutta, Singapore and Bahia, and transact a business of about \$8,000,000 a year. Cable dispatches, relative to the state of the markets, are received by them daily from important points abroad. Mr. Alden is an excellent business man, and is a director in The Revere Rubber Co., The Boston Rubber Co., The National Revere Bank, and The Seamless Rubber Co., and a shareholder in various other companies. He is a member of the Algonquin, Temple, Country, Athletic, Merchants' Exchange, and Trade clubs. Through marriage in Charlestown, April 21, 1856, with Harriett J. Hadley, he is the father of Adelbert Henry and George Alden. The family occupy a farm at Wellesley during the summer seasons.

NELSON WILMARTH ALDRICH, merchant, street railroad president and United States Senator, a native of Foster, R. I., received an academic education, entered mercantile life in Providence, and, as a partner in a wholesale grocery firm, made an effective and prosperous use of his time until middle life. While a young man, Mr. Aldrich entered politics as a Republican; and a happy faculty for making friends, a clear and studious mind and strong common sense promoted him in office rapidly. He was president of the Common Council in Providence, 1871-73; a member of the Legislature, 1875-76, serving as Speaker, the second year; and Member of Congress, in 1879-83. In 1881, the Legislature elected him United States Senator to succeed General Burnside and returned him to the Senate in 1886 and 1893. Mr. Aldrich's services at Washington have been conspicuously useful. He is an authority on the Tariff and one of the most effective and successful supporters of the American policy of protection. Within the last two or three years, he has taken a large interest in the management of street railroads in Providence and been influential in the formation of The Union Street Railroad Co., which has bought not only the city railroads but those connecting the city with various suburban towns. Mr. Aldrich is now president of the company and of The Providence Cable Tramway Co. and The Pawtucket Street Railway. He is a member of the Masonic fraternity.

ALEXANDER JOHN ALEXANDER, farmer, Spring Station, Ky., was born in Woodford county, Ky., Oct. 7, 1824, on the Woodburn farm, now owned by him. Robert Alexander, his father, migrated from Scotland in 1785, first to Virginia and afterward to Kentucky, and purchased the Woodburn estate in 1791. The young man

received an excellent education, partly in the schools of his native State and partly in England. Since his return to America in 1849, he has been engaged in farming and stock raising, except during about five years in Chicago. He inherited a handsome estate from his brother, Robert Aitcheson Alexander, including mining interests in Scotland and the Woodburn farm of 3,000 acres in Kentucky. The latter property, one of the finest in this State, is well supplied with herds of cattle, sheep and horses. It is in the Blue Grass region, exceedingly fertile, and well situated. Mr. Alexander has added largely to his inheritance by operations in real estate. He has some property in Chicago, and, a few years ago, paid Gen. Simon B. Buckner, the old Confederate officer, \$500,000 for a block of business buildings in Chicago, which he then demolished, erecting a sixteen-story structure upon the old site. He is a gentleman of philanthropic spirit, a Democrat and an elder in the Presbyterian church in Versailles, which he regularly attends. All his neighbors and associates hold him in high esteem.

GEN. RUSSELL ALEXANDER ALGER, one of the ablest cavalry officers in the Civil War, lumber manufacturer and public man, is a conspicuous example of the rewards which await even the poorest man, if he possesses courage, character, patience, health and intelligence. John Alger, his great grandfather, fought in many of the battles of the American Revolution, and the enterprising spirit of this old veteran seems to have descended to his children. Russell, in this line, left his Connecticut home in 1820. He afterward married Caroline Moulton, penetrated the Western wilderness and settled on a wooded farm in Lafayette, Medina county, O., where he cleared part of the land, built a simple log cabin with a sloping roof and strove to support his family by planting crops. In the little log house in this clearing, Russell A. Alger was born, Feb. 27, 1836. The almost pinching poverty of the frontier burdened the struggling family, but love and all the sterling graces of human character prevailed under its humble roof. The father was finally obliged to mortgage the farm and lost it under foreclosure, leaving the family without a dollar in the world; and, in 1848, his four small children were orphaned. The oldest child, a daughter, also soon died.

During the sickness of his parents, Russell, the second child, had eked out the family support by earning a few cupfuls of flour or a sixpence a day by such services as a boy could perform. He now found homes for his younger sister and brother and went to live with an uncle who gave him a home, board and clothes and three months' schooling, every winter, in exchange for his work upon the farm. At the age of fourteen, Russell A. Alger became a farm laborer at \$3 the first month, \$4 for the second month, and \$5 a month for the next four months. Mr. Alger spent seven years more in farm work, and his growing ability in this period was denoted by the fact that his compensation advanced to \$6, \$8, \$10, \$12, and finally to \$15 a month, the highest wages then paid upon a farm. During this period, Mr. Alger attended Richfield Academy five winters, working for his board, and for two winters, in 1856 and 1857, taught country school, living with the neighbors, in accordance with custom, much of his earnings being applied toward the education of his brother and sister. So far in his career, he had shown himself a wholesome, energetic and well taught young man and a loving brother of the right stamp.

In 1857, he went to Akron, O., and there read law in the office of Wolcott & Upson, being admitted to the bar of the Supreme Court of the State in the Spring of 1859. Removing then to Cleveland, he spent a year in the office of Otis & Coffinbury, where

hard study, overwork and too much midnight oil impaired his health, and he was forced to abandon a profession he had labored so hard to master. While the disappointment was great, Mr. Alger lost nothing otherwise by the severe mental discipline and broadened knowledge of those three years in the law. Upon the last day of 1859, he turned his face westward, and journeying to Grand Rapids, Mich., with a little borrowed capital he embarked in a lumber business with a friend. Fortune refused to favor him, and the failure of a firm in Chicago, to which the two friends had shipped their lumber, cost them the loss of all they had and left Mr. Alger in debt for the borrowed money.

The year 1861 marked the beginning of a stirring era in the affairs of the subject of this biography. On the 2d of April, he took to himself a bride in the person of Miss Annette H., daughter of W. G. Henry of Grand Rapids. A few weeks afterward, the flag of the United States was fired upon at Fort Sumter, and the whole country sprang to arms. Mr. Alger could not go at first, but Aug. 19, 1861, he enlisted in the 2d Mich. Cav., and went out as Captain of Co. C. Medals of honor were unknown in those days, but Captain Alger exchanged his shoulder straps for those of Major for gallantry at Booneville, Miss., July 1, 1862. With ninety picked men, he had attacked the rear guard of 3,000 Confederates under General Chalmers, stampeded the whole force, and had been wounded and taken prisoner, escaping the same day. Next day, he became Major of the command. His services were so prompt and effective, in fact, that he was made Lieutenant Colonel of the 6th Mich. Cav., Oct. 16, 1862, and Colonel of the 5th Mich. Cav., Feb. 28, 1863. The 5th and 6th Mich. Cav. belonged to a famous mounted brigade in the Army of the Potomac, a part of the time under the command of Custer. Both are classed among the "300 fighting regiments" of the War, and the brigade lost a larger percentage of men in action than any other cavalry command in the army. The 5th Mich. Cav. (Alger's), which saw no service until 1863, having been recruited late in 1862, lost a greater percentage of men in battle, according to the number of men enlisted, than any other cavalry regiment in the service. In both cases, the result was in part due to the fact that cavalry were more constantly in action than the infantry. General Custer took command during the march to Gettysburg, and the 5th Mich. Cav., under Colonel Alger, was the first Union regiment to reach that field. Colonel Alger did splendid service in the battle and during the pursuit of Lee, and received special mention in Custer's report. The Colonel was severely wounded at Boonsboro, Md., July 8, 1863, but returned to the front within two months. In 1864, he served with Sheridan in Shenandoah Valley, and won distinction by splendid fighting at Trevilian Station, June 11, 1864, where the regiment met with its heaviest loss. He charged with 300 men and captured 800 Confederates, but, having passed too far through an opening in the enemy's line, and being cut off from the brigade, was obliged to cut his way out, and did so successfully, but lost 21 killed and wounded and 136 prisoners. No commander could better appreciate what was done that day than General Sheridan, and Colonel Alger was warmly commended in official reports. Colonel Alger was mustered out Sept. 20, 1864, and, after the War, June 11, 1865, he was brevetted Major General of volunteers for gallant service in action.

In 1866, General Alger settled in Detroit and resumed the lumber business in the firm of Moore, Alger & Co., the moneyed men of the concern being Franklin and Stephen Moore. In the winter of 1867-68, the subject of this sketch took his wife and one child, 100 miles by sleigh into the woods to the lumber camp, and spent the Winter

there in a log cabin, returning to civilization in the Spring by the same conveyance. This experience not only gave him a thorough acquaintance with the practical part of lumber operations, but a knowledge of the woods, and under his energetic and skillful direction the firm entered upon a period of satisfactory prosperity. Stephen Moore retired after a time, and his brother at a later date, the firm then taking the name of R. A. Alger & Co. As the years passed by, the business proved increasingly profitable and surplus earnings were largely devoted to purchases of eligible tracts of pine timber lands.

In 1881, the business was incorporated under the name of Alger, Smith & Co., General Alger being the president and principal stockholder. The parent house has since put out an offshoot in The Manistique Lumbering Co., now one of the strong concerns of the Northwest, of which General Alger is president. The annual product is about 140,000,000 feet of lumber. Middle age finds the General at the head of an important and flourishing business, prosperous, respected, a moving spirit in a number of separate enterprises, and able to look back with satisfaction over a career full of appalling difficulties, but free from the slightest taint of dishonor and certainly full of achievement. He has never had a note protested or more than one law suit. About 1,000 men are employed and there has never been a strike among them. Wages are invariably paid in cash.

Some attention is given to independent ventures in these later years. General Alger is a stockholder and director of The Detroit National Bank, and The State Savings Bank, and principal owner of the Volunteer iron mine, which operates the valuable Palmer iron mine in Marquette county and ships a large amount of ore. He is also a director in The United States Express Co., and owns timber lands in Canada, on the Pacific coast and in the South. He is liberal in charity, but as a rule only toward those who are unable to help themselves, unless it may be some old army comrade. It is said that one-fifth of his income is expended annually for charity. Once a year, new clothes are given to the newsboys of Detroit, and it was these boys who started the cry of "He's all right!" heard in the Chicago convention of 1888, and since in the mouths of pretty nearly the whole American people. In Christmas gifts to inmates of State institutions, and other forms, his liberality is continually felt.

General Alger has always been a Republican, and, in 1884, sat in the Republican National Convention in Chicago as a delegate. The same year, Michigan elected him Governor, and he served with marked ability, declining renomination, however, emphatically, to the general regret of a host of personal friends in both parties. In 1888, the Michigan delegates made him a candidate for the nomination as President of the United States, and in the Republican National Convention gave him 143 votes on one ballot. Although he telegraphed to have his name withdrawn when satisfied that he could not be nominated, Michigan stood by him solidly to the end. The State then made him first Presidential Elector, and he cast his vote for Harrison and Morton. In August, 1889, the Grand Army of the Republic elected him Commander-in-Chief, and he served one year. He belongs to the Loyal Legion, and in New York city to the Union League club and Ohio society.

Nine children have been born to him and his wife, five of whom are living: Caroline Alger, wife of Henry D. Sheldon, of Detroit; Fay Alger, wife of William E. Bailey, of Harrisburg, Pa.; and Frances A., Russell Alger, jr., who married Miss

Marion Jarves, of Detroit, a daughter of Mr. and Mrs. Deming Jarves, and Frederick M. Alger, now a student in Harvard College.

GERARD B. ALLEN, manufacturer, St. Louis, Mo., a native of Ireland, died at Richfield Springs, N. Y., July 21, 1887, at the age of seventy-four. Settling in St. Louis about 1837 and going to work for his living, he was able, about 1855, to establish The Fulton Iron Works and perform a large amount of important work. During the Civil War, many iron clad war vessels for the Federal government were built and fitted out at these works, and in the erection of the great bridge across the Mississippi river at this point, projected by Captain Eads, they played an important part. The famous Anchor line of Mississippi river steamboats to New Orleans was established by Mr. Allen, who was a large owner in the stock of the company, and he was identified with a number of other commercial and financial enterprises, being among other things president of the company, which published *The Missouri Republican*, a Democratic newspaper. From the date of its organization until his death, he was president of the Commercial club.

THOMAS ALLEN, LL.D., railroad president, St. Louis, Mo., born in Pittsfield, Mass., Aug. 29, 1813, died in Washington, D. C., April 8, 1882. A graduate of Union College in 1832, he studied law in Albany and New York city and was admitted to the bar in 1835.

Early earnings were added to by writings for the public press, and Mr. Allen turned aside from the law to establish *The Madisonian* in Washington, D. C., in 1837, shortly after which, he was elected Printer, first of the lower house of Congress and two years later of the Senate. In 1842, he sold his printing interests and removed to St. Louis, Mo., thenceforth making that city his home. There, he soon won the entire confidence of substantial men and with them became prominently connected with internal improvements and the building and management of railroads. An argument published by him in favor of the construction of The St. Louis & Cincinnati Railroad attracted general attention and during his lifetime he projected and built more than a thousand miles of line. The first locomotive west of the Mississippi was taken there by him in 1852.

In 1857, Mr. Allen was elected president of The Terre Haute, Alton & St. Louis Railroad, and later aided in securing a trans-continental line to the Pacific. The Iron Mountain and The Cairo & Fulton Railroads were bought by him in 1867 and built and completed within two years. He was president and director of other public works and institutions and gained a large fortune. Mr. Allen was a member of the Missouri Senate, 1850-54, and St. Louis sent him to Congress in 1880 as a Democrat, giving him 2,436 plurality. When elected to Congress, he was president of The St. Louis, Iron Mountain & Southern Railway, but soon afterward sold his railroad interests and retired from active business, seeking recreation thereafter in farming. Mr. Allen endowed a chair at Washington University in St. Louis, at an expense of about \$40,000, and, in 1874, presented his native town of Pittsfield with a free library. The same year, he received the degree of LL.D. from Union College. One of the finest houses in Pittsfield, Mass., was built by Mr. Allen in 1858 for a country seat and his family even now usually spend their summers there. As a zealous Union man during the war, Mr. Allen contributed generously to the expense of equipping soldiers both at Pittsfield and in Missouri. His wife, Mrs. Ann C. Allen, and two children survived him.

SAMUEL WATERS ALLERTON, packer, Chicago, Ill., and a noted character, descends from one of the pioneer families which settled in the valley of the Webutook, Dutchess county, N. Y., while the Indians yet swarmed in the neighboring forests. Born May 26, 1828, near South Amenia, in that county, in an old fashioned white house on the stage road to Boston, son of Samuel Waters and Hannah Hurd Allerton, and a descendant of Isaac Allerton of the *Mayflower*, he gained a little learning in the intervals of farm work, in part at the country schools, and more from the columns of *THE NEW YORK TRIBUNE*. In 1837, the family moved to Dubuque, Ia. The head of the family, who had lost most of his means in a cotton factory, now tried lead mining, but in 1840 returned to New York State, broken in health and fortune.

The subject of this sketch found employment at the age of twelve with a merchant, and for some time drove cattle from Amenia to Poughkeepsie, being paid \$2 for each round trip. In 1842, the family moved to the western shore of Seneca lake, a few miles from Geneva, and there, and later at Newark in Wayne county, prospered in farming. Samuel, the son, leased a farm of 100 acres in 1847 and by 1850 had saved \$3,250.

In 1852, Mr. Allerton engaged in a new occupation and entered, as a merchant, actively into the purchase of live stock in his part of the State and its shipment to New York city. In this vocation, he fared exceedingly well, although it is related that upon one occasion, when he bought 100 head of cattle and fed them in New York city upon a lot now occupied by the home of the late William H. Vanderbilt, he lost \$700 by the transaction. Western New York soon proved too limited a field, the entire stock of cattle there not exceeding 4,500 head at this period and Mr. Allerton began to make purchases in the Lake Erie region. When shipments from the West were stopped by the burning of bridges on the Lake Shore Railroad by a mob, Mr. Allerton bought 100 head in Erie, Pa. On the way to New York, he was stopped at Port Jervis, N. Y., for four days by a flood, but finally reached New York with his shipment and made a profit of \$3,000 on the venture. Reaching farther and farther West from year to year, he finally landed in Chicago in 1856. There was then no market in Chicago for cattle, and for a while Mr. Allerton pursued the plan of buying in the farming districts and transporting his stock directly to New York by railroad. In 1859, he established his home permanently in Chicago, and has since been largely instrumental in making that city the live stock market of the West. Mr. Allerton now owns an interest in the modern stock yards in Chicago, Omaha, St. Louis, Pittsburgh, Philadelphia, Jersey City and Baltimore.

In 1873, Mr. Allerton began packing meats, and carried on the business as The Allerton Packing Co., of which he is yet president. He now has 40,000 acres of farm land—25,000 in Illinois, 2,500 in Ohio, and 17,500 in Iowa—upon which live stock is raised and fattened; is one of the two survivors of the organizers of The First National Bank of Chicago; and a large owner in The Chicago City Railway, The Arcade File Works of Anderson, Ind., president of The Allerton Bank of Allerton, Ill.

Mr. Allerton is a Republican, and was, in 1893, an unsuccessful candidate for the Mayoralty of Chicago. He belongs to the Union League club and is president of the Hamilton club of Chicago. Every American should read his pamphlet, "How to have universal property, called the honest dollar."

To him and his wife, Priscilla Thompson, have been born two children, Kate Burnett and Robert H. Allerton.

JOHN BASSETT ALLEY, manufacturer, like other business men of Lynn, Mass., gained prominence originally in the boot and shoe industry, but later made a fortune of several millions in corporate enterprises. Lynn, a city of 78,000 souls, is devoted to one industry, there being more than 200 shoe factories within its boundaries and numerous kindred shops, and Mr. Alley naturally grew up in this branch of production. He was born in Lynn, Jan. 7, 1817, and after an education in the local schools, began life, a poor boy, as apprentice to a shoe manufacturer. About the age of twenty, he made an excursion into the scantily populated West, loaded a flat boat with merchandise at Cincinnati and sold the cargo on the rivers below with great profit. Returning to Lynn after two years in the West, he went into the manufacture of shoes, later engaging in the leather trade in Boston. His firm there is yet known as Alley Bro's & Co. In 1852, Lynn elected him an Alderman, and next year the Governor made him one of the Council. Later, he sat in the Massachusetts Senate and the Constitutional Convention, and in 1856, was elected to Congress as an Abolitionist and served eight years, being a Representative during the exciting period of the Civil War and spending nearly a million dollars in the Union hospitals. The family maintained a well-appointed house in Washington. Mr. Alley invested his surplus earnings largely in mines, banks and corporations; and being a man of large wealth, the financial management of The Union Pacific Railroad was entrusted to him at a most critical period of its history. He performed a great work for that company, restoring confidence in its affairs. Slow accumulation in business and the rise in value of securities, which he bought at a low price, made him worth at one time about \$10,000,000, but reverses afterward diminished this amount considerably. At his death, in West Newton, Mass., Jan. 19, 1896, John S. Alley, of West Newton, William S. Alley, of Chicago, Mary, wife of G. L. Storey and Miss Emma Alley, his children, survived him.

JOHN P. ALTGELD, Governor of Illinois, was born in Germany in December, 1847. When the boy was three months old, his parents settled near Mansfield, O., where he was reared upon a farm. Trained to hard work, he, nevertheless, attended the public schools during the Winter, and while yet a child displayed a studious disposition, and at odd moments succeeded in familiarizing himself with theology and the history of the ancients, and he read works on almost every branch of knowledge, borrowing all the books the neighborhood afforded. When sixteen years of age, he entered the Union army and carried a musket in the James river campaign. At nineteen, he began to teach school, and at twenty-one went farther West. So far, all of his earnings had been devoted toward paying for his father's farm.

The Spring of 1869 found him in St. Louis, working by day and studying law at night. After a few months there, he went into southern Kansas. There he was taken sick and reduced to such straits that on recovery he was compelled to work his way for nearly 100 miles across the country with bare feet. In the Fall of 1869, Mr. Altgeld settled in Savannah, in northwestern Missouri, where he read law with Judge William Herron and the Hon. David Ray, teaching school in the Winter. Admitted to the bar there, he served as City Attorney and drafted a new code of ordinances for the city, but, before the expiration of two years, resigned the office to attend to private practice. In 1874, he was elected State's Attorney for Andrew county, Mo. Having served about one year, he resigned and moved to Chicago.

Being an entire stranger in the city, he spent most of his time about the law library,

and it was several years before he had much of a practice. After having gained a start, however, business came rapidly and he was soon employed in difficult cases.

In the Fall of 1877, he was married to Miss Emma Ford, a woman of beauty and cultivation, who is now his constant companion. She was the daughter of John H. Ford, a prosperous farmer living near Mansfield, O.

For several years, Mr. Altgeld eschewed politics, but in 1884 ran for Congress in Chicago. Although defeated, he made so vigorous and thorough a campaign that it attracted the attention of the politicians throughout the State. He was elected Judge of the Superior Court of Chicago in 1886, and was for a time Chief Justice of that court. After serving on the bench about five years, he resigned to devote himself to private affairs. Meanwhile, he had become interested in Chicago real estate, and built six of the finest business blocks in Chicago, one of them a sixteen-story fireproof structure, called The Unity, which is regarded as one of the finest office buildings in the country. He looked after every detail in its construction, personally, and it is said that the building is his only achievement of which he has ever been known to boast.

While thus busily engaged, his restless energy led him to devote some attention to literature. In 1884, he published a small volume, entitled, "Our Penal Machinery and Its Victims," and, in 1890, a volume entitled "Live Questions," being a discussion of some of the problems of the day. In 1894, he published Vol. II. of the work last named. These books were well received by the bar of Chicago, among whom the subject of this sketch ranks as a man of ability and merit, although many lawyers take issue with him on political questions.

Nominated for Governor of Illinois on the Democratic ticket in the Spring of 1892, Mr. Altgeld immediately determined to become acquainted personally with the people of the State, and he made a tour of the entire commonwealth, going into the towns and villages of 102 counties, meeting the people in the factories, stores and shops, and conferring with the politicians. He thus created a large amount of enthusiasm. This tour, during which he made no speeches, was completed in September. He then made a second canvass of the State, speaking at all of the principal points. The State of Illinois had formerly given Republican majorities ranging from 20,000 to 50,000, but Mr. Altgeld was elected by upward of 22,000 majority.

As a business man, lawyer and politician, the Governor is described by an intimate friend as "a calm, resourceful, silent man, of indomitable industry and keen perception, who believes that, if you want a thing well done, it is best to do it yourself." This terse sketch omits one element of his nature, which may possibly account to some extent for acts which have excited public opposition and criticism. Although exacting with himself, he is exceedingly sympathetic and always quick to discover extenuating qualities in cases where the shortcomings of others are concerned. His strong sympathy for those who toil with their hands is shown in his writings, although it is said that he has never had any affiliation or acquaintance with labor leaders and never attended any of their meetings. As a Judge, his fearlessness and impartiality have been commended by lawyers and others, and his utterances on the bench and in his more public papers show clearness of mind and a powerful and incisive manner of expression. In demeanor he is modest, for the most part silent and unobtrusive. He may be called a solitary man, caring little for society but fond of introspection. His familiarity with

modern literature in all its branches is wide, and he finds especial pleasure in poetry and likes the drama.

An incident in his career as Governor of the State, which aroused the wrath of almost the whole civilized world, was his pardon of the "Anarchists." While examining their case, Governor Altgeld reached the conclusion that they had been tried by a packed jury and convicted on public clamor. The evidence did not convince him that they were guilty of the crime charged, the prosecution having never found out who had actually thrown the bomb, and consequently having been unable, in Governor Altgeld's opinion, to connect the defendants or anybody else with the act. Further than that, he found that the Supreme Court of the State had in a recent case laid down a rule of law in regard to the competency of jurors, which was just the opposite of that laid down in the "Anarchist" case. Governor Altgeld declares that it appeared to him that he would be obliged either to grant the pardon or shirk a duty; and he did not want to be Governor if he could not act on his convictions of justice. The men were poor and friendless, and he granted the pardon. No official in recent history has ever been so severely criticised as he for this act.

It must be said, however, that Governor Altgeld gazed at the storm calmly and pursued the even tenor of his way unmoved and undisturbed, and that his action is now justified by some who have since investigated the facts and read the Governor's reasons.

FREDERICK LOTHROP AMES, son of Oliver Ames, 2d, born in North Easton, Mass., June 8, 1835, died Sept. 13, 1893, on the steamer *Pilgrim*, while *en route* to New York city. Well educated, first in a school at Concord, then at Phillips academy, Exeter, and at Harvard University in the class of 1854, he wanted to learn the law, but his father preferred that he should at once enter the great Ames shovel factory in North Easton. Unlike his cousins, he did not go into the shops but into the office of the concern, where he mastered the details of financial management, and, in accordance with the rules of the house, went from grade to grade, until he had risen to the head of the accountant's department. He had already become well-grounded in management when admitted to the firm in 1863. In 1876, the firm were chartered as The Oliver Ames & Sons Corporation, Frederick L. Ames being chosen treasurer, a position he held the rest of his life. Mr. Ames inherited a large fortune from his father in 1877, and added something to it in the business of the firm, but with his surplus means, engaged in outside operations, which gave him one of the largest fortunes in Boston.

In the management of railroads, some of which were in part built by him, he was singularly successful. While yet a young man, he took a seat in the directorate of various important lines, and gradually became officially connected with seventy-five in all, including The Union Pacific, The Chicago & Northwestern, The Missouri Pacific, the old Oregon short line and The Texas Pacific. He worked extremely hard, too hard, in fact. Every important meeting of the boards found him in attendance. He studied all financial problems closely and came to be considered the best-informed railroad man in the United States. Unfailing courtesy controlled his manner, and during the most excited discussions, he never forgot that he was a gentleman. In the statement of his views, he was brief, clear and convincing. The Union Pacific Railroad engaged his greatest interest. In The Old Colony Railroad and The Old Colony Steamship Co. he was at one time vice president, and was also a director in The Western Union

Telegraph Co., The General Electric Co. and a large number of banks and trust companies in Boston. In real estate in Boston, he invested nearly \$6,000,000.

A man of refined tastes, he built greenhouses at North Easton, which contained the finest, although not the largest, collection of orchids in the country. The Massachusetts Horticultural Society knew him as a constant friend. His houses at North Easton and on Commonwealth avenue in Boston were supplied with exquisite paintings, rare china and beautiful tapestries. His genuine interest in charity is disclosed by the fact that he was president of The Home for Incurables, and a trustee of The Children's Hospital, The Massachusetts General Hospital, The McLean Insane Asylum, The Kindergarten for the Blind. He was also member of the Harvard College corporation, and all these institutions received liberal gifts from him. To the First Unitarian Church, which he attended, he also made large gifts. Political life had no attraction for Mr. Ames, although he consented to sit in the State Senate in 1872.

Married in 1860 to Rebecca Blair, a daughter of James Blair, of St. Louis, originally a Virginian, he became the father of Helen Angier, wife of Robert C. Hooper, of Boston, Oliver, Mary Shreve, Lothrop and John Stanley Ames.

OAKES ANGIER AMES, president of the corporation of Oliver Ames & Sons, North Easton, Mass., is the oldest son of the Hon. Oakes Ames, who "will be remembered as the master mind, through whose perseverance and indomitable energy in the face of seemingly insurmountable obstacles was forced to completion the pioneer railroad across the Western continent." Born in Easton, Mass., April 15, 1829, Oakes A. Ames is in the eighth generation of descent from William Ames, who with his brother John, both of Bruton, Somerset, England, came to America in 1635. William settled in Braintree and John became an original proprietor of West Bridgewater.

The shovel works established and maintained by this famous family were founded by Oliver Ames (April 11, 1779–Sept. 11, 1863), originally a blacksmith by trade and an ingenious and able man, who dwelt in the little hamlet near Boston now known as Easton. Not content with commonplace work and being one of the few men endowed by Providence with original and creative genius, Oliver Ames began in a small way the manufacture of shovels and guns, employing a few neighbors in his modest shop for the purpose. Whenever tools enough had been produced to load a wagon, they were sent to Boston for sale. About 1820, the American people entered upon an era of construction of canals, railroads, and other public works and of the occupation of public lands by an ever-swelling tide of immigration from abroad. A lively demand for shovels and kindred implements for construction work sprang up in every part of the country, and became especially marked after gold had been discovered in California; and under the protection of a moderate duty on foreign tools, the Ames shovel shop grew to larger and larger proportions and, during the lifetime of the grandsons of the founder, into works of imposing magnitude, the largest of their class in the world.

Oliver Ames married Susannah, daughter of Oakes Angier. Mrs. Ames was, through her grandfather, Col. Edward Howard, a direct descendant of Col. John Winslow and his wife, Mary Chilton, of *Mayflower* fame. She was also a great grand daughter of the Rev. Uriah Oakes, president of Harvard College from April, 1675, to July, 1681, and of the direct lineage of the Rev. Dr. William Ames, the eminent divine, author and theological controversialist, and Professor of the University of Franeker, Friesland. After the death of the Rev. Dr. Ames, his daughter Ruth Ames came with her mother



Oakes A Ames

and brothers to New England and married Edmund Angier of Cambridge. Their son the Rev. Samuel Angier married Hannah, daughter of President Uriah Oakes; their son the Rev. John Angier married Mary Bourne, great-grand daughter of Governor Hinckley; and their son Oakes Angier, a law student under President John Adams, was father of Susannah Angier. By the marriage of Oliver Ames and Susannah Angier, the two branches of the English family of Ames were united on these shores.

Oakes Ames, oldest son of the original Oliver (a native of Easton, Jan. 10, 1804, dying in North Easton, May 8, 1873), was a man of rugged energy and honor and a financier of extraordinary abilities. The story of his life is a part of the history of the United States, and cannot adequately be told here. In brief, it may be said that he learned to make shovels with his own hand, as have all the Ames family, became superintendent of the works and for many years enjoyed the unbounded confidence of all his associates, and greatly promoted the world-wide expansion of the family industry. Mr. Ames supported the Union during the Civil War, and in 1862, went to Congress, where he remained until March 4, 1873. The building of The Union Pacific Railroad across the plains toward the Pacific Ocean was the great work of his life. To no one man more than to Mr. Ames is due the honor of the successful execution of that gigantic task. The stormy events of his last year of life and the furious attacks made upon Mr. Ames need not be dwelt upon here; but it may be said that the sober judgment of mankind pays to Mr. Ames unqualified honor for his unflinching truthfulness, his purity of character, the heroic dignity with which he bore unjust accusations, and the great achievement which linked his name forever with the annals of American progress. On Nov. 29, 1827, he married Eveline O. Gilmore, who died July 20, 1882. Oakes A., Oliver, and Frank M. Ames, and Susan E., wife of H. W. French, were the survivors of his five children.

Oakes A. Ames received an excellent education in the local common schools of his native town and at Fruit Hill Classical Institute, near Providence, and the academies of North Attleboro, Leicester and Easton, Mass. In accordance with family tradition, he then went into the shovel works at the age of eighteen, and by actual practice learned the art of making shovels and tools in the most minute details, being then assigned to duty in charge of one branch of the business after another. In every capacity, he showed power, sagacity and good management. In 1863, his father made him a partner in Oliver Ames & Sons. In 1876, the firm was converted into a corporation, and in 1877, Mr. Ames was elected, on account of his splendid qualities as an executive officer and manager, to the presidency of the great concern, an office he has filled with more than credit to the present time. Every branch of the business receives his closest attention and he pays untiring vigilance to every phase of affairs which affects the interests of the concern. The production increased under his management to 1,250,000 shovels, spades, scoops, and drainage tools per year. So far as quality is concerned, it is sufficient to say that the Ames manufactures are beyond question the standard in this respect throughout the world.

Mr. Ames is intensely devoted to the local interests of his town. In 1868, his firm built a schoolhouse of large cost and gave it to the town. The handsome granite Oakes Ames Memorial Hall in North Easton was built by him and his brother, in a commanding location, and presented to the town Nov. 17, 1881, at a cost of \$60,000. It was designed by Richardson and has been pronounced by architects as one of the finest build-

ings in the country. Many other improvements are due to Mr. Ames's generosity and local pride.

The gratitude of the public of Easton and the high respect entertained for the character and usefulness of Mr. Ames by the people of Massachusetts have ensured for him almost any office to which he might aspire, but Mr. Ames prefers a private life and has refused all suggestions of office. He is, however, president of The North Easton Savings Bank; vice president of The Easton National Bank; a director in The Lincoln National Bank of Boston and The Kinsley Iron Machine Co.; trustee of The Taunton Lunatic Hospital.

In July, 1855, he was married to Catherine, daughter of Judge Hobart of East Bridgewater. His four living children are Hobart, married to Julia Colony of Keene, N. H.; Maria, wife of Dr. R. H. Harte of Philadelphia; Winthrop and Katherine.

Mr. Ames is a Unitarian in religion and has always taken a great interest in education and the advancement of the cause of Temperance. He is liberal to all good objects, and while very affable and courteous, is of prompt decision and resolute character, and can and will say "No," to all plans or schemes which his judgment does not approve. Positive in his own convictions, he is very considerate of the opinions of others.

OLIVER AMES, manufacturer, North Easton, Mass., second son of the late Oakes Ames, was perhaps the best known member of his generation of the family. He was born in Easton, Feb. 4, 1831, and educated first at the academy. After a five years' apprenticeship in the practical work of the Ames shovel works, he took a special course of study in Brown University, and for twenty years thereafter acted successively as foreman, manager and traveling salesman for Oliver Ames & Sons. After 1863, he was a member of the firm and one of the most practical and useful. A number of inventions of value sprang from his fertile brain, and the methods of manufacture in the Ames shops were greatly improved. The death of Oakes Ames, in 1873, imposed upon the subject of this memoir highly responsible duties in connection with settling his father's estate; and the manner in which he discharged the trust gave him a distinct reputation as a financier, matters being arranged to the great advantage of all concerned. An indebtedness of several millions was paid, legacies to the amount of \$1,000,000 were satisfied, and a large surplus was distributed among the heirs. Mr. Ames was until death a director of many railroads, banks and other corporate enterprises. Ever interested in public affairs, he had been a Lieutenant-Colonel in the State militia, and was a member of the Massachusetts Senate, 1880-81; Lieutenant-Governor, 1883-86; and Governor, 1887-89. To his native town, where stood his summer home, Mr. Ames was a constant benefactor. The streets were provided with shade trees by him and Oakes A. Ames, and they erected a hall in memory of their father and a spacious High School house. Gov. Ames's wife, whom he married March 14, 1860, was Anna C. Ray, a native of Nantucket, and their six children are William Hadwen, Evelyn Orville, Anna Lee, Susan Evelyn, Lilian and Oakes. Gov. Ames was a member of the Algonquin, Merchants', and Art clubs of Boston and the Union League club of New York city. Business interests compelled him to spend much time in visiting various parts of the United States, and he enjoyed a large acquaintance among the leading men of the country. He died in North Easton, Oct. 22, 1895.

WILLIAM AMORY, lawyer and manufacturer, born in Boston, June 15, 1804, died there at his home on Beacon street, Dec. 8, 1888. The English ancestors of this family settled originally in North Carolina. Mr. Amory entered Harvard College in 1823, with Russell Sturgis, George Peabody, Samuel Putnam Blake and other men of later note, and during his stay in Cambridge became first major in the Harvard Washington corps. Early in the winter of 1823-24, owing to a students' rebellion, the authorities suspended Mr. Amory and with him about half of the class. After a few months' study at schools near Boston, Mr. Amory went to Europe and attended the universities of Göttingen and Berlin. Extended travel followed and then he returned to Boston to study law with Franklin Dexter and W. H. Gardiner. Although admitted to the bar, he never practiced law, having inherited means and become interested in mercantile and manufacturing enterprises and active in promoting them. The Jackson Manufacturing Co. of Nashua, N. H., was managed by him as treasurer for eleven years. From 1837 to 1876, he served as treasurer of the great Amoskeag Manufacturing Co. and, with the exception of four and a half years, was treasurer of the Stark Mills from 1839 to 1876. He was also a director in the Manchester Mills and their successors, The Manchester Print Works, as well as in the Langdon Mills from their origin in 1860, being also president of the latter, 1864-67. A patriotic, alert and public-spirited man, he took a lively interest in many useful movements and helped lay the corner stone of Bunker Hill monument. Daniel Webster was his warm friend.

The family who survived comprised his wife, Mrs. Anna P. G. Sears Amory, and four children, William, Charles W. and Francis I. Amory and Mrs. Ellen S. Anderson.—**WILLIAM AMORY, jr.**, of Boston, Mass., financier, was born in Boston in 1833, the son of William Amory and Anna P. G. Sears, his wife. When he left the doors of Harvard University a graduate, he entered without preliminary struggles into some of the business ventures of his father, and, as treasurer of a cotton manufacturing corporation, quickly made a reputation. For a number of years, he was a member of the extensive commission dry goods firm of Gardner Brewer & Co., selling agents for a number of New England mills. Mr. Amory first married Miss Ellen Brewer, a daughter of Gardner Brewer, by whom he had two children, Caroline and Anna S. Amory. His second wife is Jeanne Philomène Guichard, of France. Mr. Amory is a member of the Hull Yacht club of Massachusetts and of the Riding club of New York.

GEN. JOSEPH R. ANDERSON, soldier and manufacturer, Richmond, Va., born at Walnut Hill near Fincastle, Botetourt county, Va., Feb. 6, 1813, died Sept. 7, 1892, at the Isles of Shoals, N. H. His father was William Anderson, and his mother, before marriage, Miss Thomas, a relative of the late Gov. Francis Thomas of Maryland. General Anderson graduated from the Military Academy at West Point, second in the class. Having given him a commission, the authorities stationed him for a short time at Fortress Monroe, and later in Charleston, whence he returned the same year, 1837, to Fortress Monroe.

Having been detailed in 1838 to assist in internal improvements, under the direction of the State of Virginia, he resigned soon afterward from the army and made his home in Richmond. Engaging in a commission business, he became, among other things, commercial agent of Dean & Cunningham, owners of the Tredegar Iron Works. This connection, and his education in engineering, led him in 1843 to lease the Tredegar works for five years, and his success in management was so marked that he then

bought the works and began business under the name of Anderson, Morris & Co. The firm subsequently reorganized as J. R. Anderson & Co., the partners being Mr. Anderson, Dr. R. S. Archer, Major R. S. Archer and Mr. Tanner. The Tredegar works, which were the most important in the South, had the good fortune to secure large contracts for Government ordnance, projectiles and cable iron for ships, and for the commercial world they produced general foundry products and rolled iron. They consolidated with The Armory Iron Co.

When the Civil War broke out, the Confederate government commissioned General Anderson as a brigadier. He took part in the terrible battle of Gaines Mill and made a gallant record in the field, becoming an intimate friend of Jefferson Davis. His works supplied the Confederate armies with an immense amount of material.

In 1867, The Tredegar Co. was organized to carry on the iron business, with \$1,000,000 of capital and General Anderson as its president. In 1873, the company fell into financial straits and went into the hands of General Anderson as receiver. Every difficulty was finally surmounted and the property restored, in 1878, to the corporation, which thereafter met with prosperity. The plant now includes a foundry, large machine shops, and two rolling mills, capable of producing 45,000 tons a year of merchant and railroad iron, and shops having a capacity of 2,000 freight cars per year, the property occupying twenty-three acres of land on the river front. These works have in recent years built cars and equipments for Southern railroads, and now rank among the leading three works of their kind in the United States. Mr. Anderson was a man of unusual energy, probity and judgment, and the people of the South loved him for his devotion to their interests, his public spirit, character, and interest in religious and charitable work. In 1857, he was elected to the Virginia House of Delegates, and again in 1873-4 and 1874-5. In 1874 and 1875, he was elected president of the Chamber of Commerce of Richmond, but resigned March 9, 1876, when elected president of the City Council.

He married in 1837 Miss Sallie, daughter of Dr. Robert Archer, then surgeon of the Post at Fortress Monroe. Of their twelve children five survived: Col. Archer Anderson, now president of The Tredegar Company; Joseph R., jr., and John F. T. Anderson, Mrs. E. L. Hobson and Mrs. T. Seddon Bruce. After the death of Mrs. Anderson, in 1883, he married Miss Mary, daughter of the late Gen. James Pegram.

CHAUNCEY HUMASON ANDREWS, a pioneer in coal mining in Ohio, was born in Vienna, Trumbull county, O., Dec. 2, 1823, and died in Youngstown, Dec. 25, 1893. The son of Norman Andrews, a farmer and proprietor of the Mansion House in Youngstown, the subject of this memoir began life in country schools, and on the farm.

When coal was discovered in Ohio, his brother Wallace, now of New York city, and he began prospecting for coal mines and operating them. At first, success was moderate; but in 1857, the Thorn Hill mine was opened and proved a profitable venture, the bed yielding a million tons of coal before it was exhausted. In 1858, with William J. Hitchcock, he joined in founding Andrews & Hitchcock, to operate in coal; and the firm are yet in existence, having been incorporated in 1892 as The Andrews & Hitchcock Co., capital, \$400,000. In 1868, they developed the Burnett coal bank, one of the largest in the Mahoning Valley. In 1864, with his brother Wallace, Mr. Andrews opened the Oak Hill and Coal Run mines in Mercer county, Pa., and later,

with various associates, held an interest in the Brookfield, Stout, and Stewart mines, The Ohio Coal & Mining Co., in Columbiana county; The New Lisbon Coal Co., The Andrews Coal Co., The Holliday Coal Co., The Imperial Coal Co., and other concerns of that class. Through a coal depot in Cleveland, Mr. Andrews shipped enormous quantities of coal to the Lake regions.

Mr. Andrews was certainly a remarkable man, his energy, determination, versatility and power of continued labor being far beyond that ordinarily seen. As he gained capital, he aided in developing many industries in his region, among them The Westernman Iron Co.'s rolling mill and two furnaces in Sharon, Pa.; a furnace and rolling mill at Wheatland; The Andrews Bro's Co.'s rolling mill and furnace in Youngstown, this concern having a capital stock of \$500,000; the Harris & Blackford rolling mill in Niles, O.; The Niles Iron Co., and other furnaces and factories. Railroads finally attracted his interest, and in 1869, he completed The Niles & New Lisbon Railroad, thirty-five miles in length, of which twelve miles had already been built. In 1871, he aided to construct The Mahoning Coal Railroad, and was connected with The Montour and The Hazelton & Leetonia railroads. Of The Pittsburgh, Cleveland & Toledo Railroad, he was one of the organizers and he built part of the line himself. He was one of the incorporators of The Pittsburgh, Youngstown & Chicago Railroad, and a director in The Hocking Valley Railroad, president of The Commercial National Bank, vice president of The Second National Bank, and a large owner in The Mahoning National Bank.

Mrs. Andrews, whom he married July 1, 1857, was formerly Louisa Baldwin, daughter of 'Squire Baldwin of Boardman. She survived her husband, with two daughters, Edith, wife of John A. Logan, jr., of Youngstown, and Julia, wife of Leslie E. Bruce, of New York city.

THOMAS GOLD APPLETON, author, Boston, Mass., was born in that city, March 31, 1812. Having inherited wealth from his father, Nathan Appleton, he was enabled to obtain an education at Harvard college, and to spend his life mainly in leisure, literary work, travel, and the enjoyment of the arts, although he gave diligent attention to his investments and managed them well. He was one of the founders of the Boston Museum of Fine Arts, and contributed generously to its funds, and from his own collection of paintings, to its art treasures. Among other institutions which interested him were The Boston Public Library, The Massachusetts Institute of Technology, Harvard University, and the museums of Natural History of Boston and Cambridge. As an amateur painter, he produced many pictures of merit, his most important work consisting of a hundred or more water color sketches of scenes on the river Nile. Mr. Appleton was the author of a book of poems, entitled "Faded and Fresh Leaves," and the prose works of "A Nile Journal," "Syrian Sunshine," "A Sheaf of Papers," "Windfalls," and "Chequer Work," the book in prose being mainly essays and stories of some originality and good natured discernment. Few men in Boston have ever excelled him as a wit and *raconteur*. The phrase, "All good Americans go to Paris when they die," originated with him. His house in Commonwealth avenue became the resort of men eminent in literature, politics and philosophy, and he is recollected as one of the founders and prominent spirits of the Boston Literary club. His sister, Frances Elizabeth, married the poet Longfellow. Mr. Appleton died in New York April 17, 1884, while *en route* from Washington to Boston.

GEORGE J. APPOLD, retired merchant, Baltimore, Md., was, while actively engaged in business, the leading tanner and dealer in leather in his city. The house of which he was the head, long known as George Appold & Sons, was founded by his father, George Appold, about 1812, upon a site a few doors removed from the present location of the firm of George J. Appold & Son. During a life of incessant industry, intelligent management and untarnished integrity, the founder became one of the most prominent and most respected merchants of the city. George J. Appold and his brother Samuel were admitted to partnership about 1840. When the founder died in 1853, the firm owned two tanneries in Baltimore and six in other localities, besides having an interest in many others. George J. Appold inherited some means from his father, but his large fortune is mainly the product of his own genius. He retired from the active management in 1878, and has since found congenial occupation in financial and other investments. He has been one of the enterprising improvers of real estate in Baltimore, and owns excellent properties in several different parts of the city. He was president of The Boston & Savannah line of steamers for many years, and is now president of The Merchants' & Miners' Transportation Co., a large concern which owns ten of the largest steamers plying to Boston, Providence, Norfolk and Savannah, and has created valuable wharf properties. Originally incorporated in 1852, capital \$100,000, the company now has \$1,200,000 of capital stock and the business is large and profitable. George J. Appold & Son, wholesale leather merchants, were succeeded in December, 1895, by The Howard Oak Leather Co., which was organized on the tenth of the month.

CHARLES ARBUTHNOT, merchant, Pittsburgh, Pa., born in April, 1816, in the North of Ireland, of Scotch descent, died in this country, Oct. 4, 1892. He was a son of Charles and Hannah Arbuthnot. Ireland detained the boy at home long enough to give him an education, but at the age of nineteen, he followed the emigration to America and here gained an acquaintance with business methods as clerk in a dry goods store. In due time, with a courage characteristic of him, he started a dry goods store of his own. In the present firm of Arbuthnot, Stephenson & Co. of Pittsburgh, wholesale dry goods merchants, which he founded in 1843, he attained success and fortune. Mr. Arbuthnot was a very prudent and careful man in business affairs, shrewd and far-seeing, and had the energy to extend his enterprise beyond his regular trade. As an investor in real estate, he bought a large amount of Pittsburgh business property, which he leased, and was interested in various banks and railroads. The Bank of Commerce enjoyed his counsel and advice as a director, and he held the presidency of The Penn Cotton Mill and The Pittsburgh Insurance Co., and was a director of The West Penn Hospital. In 1853, he was married in Pittsburgh to Elizabeth, a daughter of Thomas Wilson Shaw, and his family consisted of six children, Charles, Wilson S., Alexander and Thomas S. Arbuthnot, Elizabeth, now deceased, wife of Jonas R. McClintock, and Sarah N. Arbuthnot. Mr. Arbuthnot was a strong Presbyterian and deeply interested in church work and foreign missions. He gave, however, freely to other Protestant denominations. While his life was not especially eventful, it was an illustration of the success which may be attained by perseverance and good character.

BENJAMIN WALWORTH ARNOLD, lumberman, Albany, N. Y., was born in Arnold's Hollow, Yates county, N. Y., April 24, 1821, and died in Albany, Jan. 24, 1891. He traced his lineage in a direct line to William Arnold, who came from Eng-

land to Rhode Island in 1636 and whose son William was first Governor of Rhode Island. His own father was Israel Arnold, a general merchant and mill owner. Benjamin was educated at the academy in Lima, N. Y., and began business life as a clerk at Ithaca. In 1847, he removed to Albany and was employed by J. B. King as lumber salesman. In 1853, he resolved to be his own master and formed a partnership in the lumber business with Alexander Folsom, which continued for thirty-five years, terminating only at the death of Mr. Folsom. For several years, the firm conducted lumber operations in New York State, but soon acquired a saw mill and timber property at Westport, Ont., and shortly afterward became interested at Ottawa. In 1865, they purchased a saw mill and adjacent timber lands at Bay City, Mich., and this enterprise is yet operated by the two estates. In 1881, a large tract of timber was purchased on the Spanish River, Ont., the development of which came under the entire supervision of Mr. Arnold, as president of The Spanish River Lumber Co. He conducted a prosperous and increasing business, and, through untiring enterprise, extended his interests to timber lands in Minnesota, Michigan, Arkansas and New York and to vessel property on the great lakes, while also becoming a stockholder and officer in various corporations. Political life never attracted him. He was ruling elder and trustee, as well as an earnest supporter, of the Fourth Presbyterian Church of Albany, and was also actively associated with all the charitable and benevolent institutions of the city. In 1853, he married Miss Frances Elizabeth Avery, who died in 1876. He subsequently married Miss Jane Treat Avery, who, with one son, Benjamin Walworth Arnold, survive him.

JOHN ARNOT, sr., banker, the foremost man of his time in the southern tier of New York, who died Nov. 17, 1873, at his home in Elmira, N. Y., was born in Perthshire, Scotland, Sept. 25, 1789, and accompanied his father's family to this country in 1801. They settled near Albany, N. Y., from which place John Arnot removed to the Chemung Valley, in 1819, to engage in mercantile ventures with a gentleman named Egbert Egberts, operating under the firm name of John Arnot & Co. In ten years, the new firm had developed a larger business than that enjoyed by any old one. Goods were purchased twice a year in New York city and were brought by the Hudson river, the Erie canal, Seneca lake and wagon road to Elmira, then known as Newtown. Trade was carried on under difficulties in those days, actual cash being scarce and barter universal in country places—so many yards of cloth for so much wheat, so much sugar for so much butter. Mr. Arnot thrived with the settlement of his region, however, and had an interest in every public enterprise in the Chemung valley for more than a half century. With the large means which he gained, he often, in times of financial distress, maintained the credit of Elmira and the southern tier of New York with a firm and unyielding hand. It would be necessary to allude to every enterprise set on foot for the good of Elmira during his active career, from the sale of a patent right for an automatic oiler to the building of the latest railroad, to touch everything fostered by his means and aided by his wise counsels. He was a private citizen all his life. Except for service in bodies which looked to the education of children, he held no public position. He did not wish office, as he did not need it to make him prominent and powerful. The name of John Arnot in the valley of Chemung does not need any prefix to make it honored and remembered, so long as water shall run down hill and blades of grass reach upward from the earth. The six children of Mr. Arnot and wife, Harriet Tuttle, were Mrs. William B. Ogden, High Bridge, N. Y.; Aurelia C. and

Stephen T. Arnot, both deceased; Mrs. George G. Haven, New York city; John Arnot, jr., deceased; and Matthias H. Arnot,—**MATTHIAS HOLLENBACK ARNOT**, third son of John Arnot, sr., is now at the head of the estates of the Arnot family. John Arnot's oldest son, Stephen Tuttle Arnot, was at one time the financier of the family and something of a politician. The second son, John Arnot, jr., who died in November, 1886, went to Congress from the district, served as Mayor of Elmira, and lived a life so full of generous impulses and kindly actions, that his memory is held in reverence by every man, woman and child in the valley. During his last illness, Col. Archie Baxter, who was defeated by him for Congress in 1881, declared that he would wade through two feet of snow to Washington if it would bring "Jack" Arnot back to health. The older sons, both dead, Matthias H. Arnot succeeded to a vast inheritance. He was born Nov. 10, 1832. As president of The Chemung Canal Bank, a family institution, which has in every crisis proved itself as solid as The Bank of England, Mr. Arnot has sustained the financial credit of Elmira in every storm. His name to-day is a tower of strength. Mr. Arnot's temperament is entirely domestic. The only offices of public nature which he has ever held have been those of member of the Board of Education and the Elmira State Reformatory. Never has he failed to sustain the honor of the family name. His art gallery, which has cost not less than \$300,000, is an evidence that his aspirations are higher and better than the mere love of gain. Among his practical interests are The Chemung Canal Bank, The Sheldon Saddlery Co., Thomas Briggs & Co., brewers, The Junction Canal Co., The Seneca Lake Steam Navigation Co., The Chemung Plank Road Co., and The Elmira Industrial Association, of most if not all of which he is the head. He is a member of the Calumet, Seawanhaka Corinthian Yacht and Delta Phi clubs of New York city.

BENJAMIN ATHA, manufacturer, Newark, N. J., is a son of the late Andrew Atha, who came to this country from England in 1842, and in 1847 engaged in the manufacture of cast steel in Newark, founding The New Jersey Steel Works. Andrew Atha was a man of notable qualities. Most of his employes were tenants in his houses, and he made it known to them during the Civil War that the families of those who should enlist could occupy their dwellings rent free until the term of enlistment was over or the war ended. Many of the men took advantage of this patriotic offer, and resumed their places in the factory when they returned. Mr. Atha was also a munificent contributor to the comfort of other Jersey soldiers in the field and of their families. Benjamin Atha was born in Sullivan county, N. Y., Jan. 5, 1844, and was educated in private schools in Newark. His first occupation in the steel works established by his father fixed his vocation for life. Upon the death of his father in 1874, he became the head of the concern, and has since managed affairs with marked success and greatly developed the business. Two plants now belong to the concern, one in Newark, the other in Harrison, N. J., the two employing about 900 men. The firm have recently filled contracts for the manufacture of armor plate for the United States Navy, and they are now incorporated as The Benjamin Atha & Illingsworth Co. Mr. Atha is president and general manager, as also president of The Atha Cast Steel Co., and vice president of Atha & Hughes.

ELISHA ATKINS, who was born in Truro, Mass., in January, 1813, and died at his home in Boston, Mass., Dec. 9, 1888, had reached middle age before the financial world knew him as anything else than a merchant of considerable business talent. The

story of his early life varies little from that of other striving men, except with respect to the energy with which he improved the opportunities of his times and developed the most profitable branches of his trade. Beginning, as a clerk for Dennis Brigham on Rowe's Wharf in Boston, he formed when of age the firm of Atkins & Freeman, merchants in the West India trade. Later, as the head of Elisha Atkins & Co., he confined his attention to producing, importing and refining sugar. In the sugar trade and in refining, he acquired a large fortune, being an owner in the local sugar trust. Later, in the field of finance in which men of means can operate to advantage, he gained a large accession to his means in the securities of The Union and Central Pacific Railroads, of which he had been a large buyer at low prices. He served as first vice-president of the Union Pacific until his retirement and was the last link connecting the old directorate with the new. He was a large owner in The Little Rock & Fort Smith Railroad, and a director in The American Loan & Trust Co., The Boston Wharf Corporation, The New England Mortgage Security Co. and The Guarantee Company of North America, and at one time director in The Howard Bank and The Commonwealth Insurance Co. A large property descended to his wife, Mrs. Mary E. Atkins, his daughter, Grace Eveline, wife of Wm. Howell Reed, and his son Edwin F. Atkins. The latter continues as sole proprietor of the refining business and one of the principal owners in The Trinidad Sugar Co. and is vice president of The Union Pacific Railroad.

CORNELIUS AULTMAN, manufacturer, Canton, O., born March 10, 1827, died in Canton, Dec. 25, 1884. He was one of a group of men who came upon the stage in Ohio during the period when the settlement of the West was creating an enormous demand for farm implements, and he made his fortune catering to the demand. In 1851, he entered into partnership with Ephraim Ball, an ingenious inventor, in the firm of Ball, Aultman & Co., and engaged in the manufacture of the plows and stoves, patented by Mr. Ball. Being a man of marked executive ability, Mr. Aultman devoted his attention to the general affairs of the firm, while Mr. Ball continued to invent new devices, which the firm took charge of and manufactured. The "Ohio mower," the "World mower and reaper," the "Buckeye mower" and the "New American harvester" were brought out successively and were manufactured in enormous quantities. After 1872, the style was changed to C. Aultman & Co. Having accumulated more means than could be employed to advantage in his own business, Mr. Aultman invested his surplus resources in various industrial concerns, including The Wrought Iron Bridge Co., The Mansfield Mower & Reaper Works, and Aultman, Miller & Co., of Akron. He was a man of probity and popularity, had been mentioned for Congress and was considered eligible for nomination as Governor of Ohio, when death closed his career. His wife and one daughter, Elizabeth A., wife of George D. Harter, the banker, survived him.

JOSEPH AUSTRIAN, merchant, Chicago, Ill., was born in Wittelshofen, a small village in Bavaria, Sept. 15, 1833. His father, Abraham I. Austrian, followed the occupation of farmer and cattle raiser, while his mother, a member of the Heule family, one of the foremost of Braunsbach, Wurtemberg, was a remarkable woman, and lived to the age of eighty-eight. The farm claimed Joseph's attention during boyhood years, but he came to America at sixteen, and in Detroit joined his brother Julius, an Indian trader. Employed for a time in the store, and next in the winter logging camps in

the Wisconsin woods, he made many coasting trips in fishing boats, had the misfortune to get lost in the woods and on the ice, and experienced, in short, all the hardships of a pioneer. By 1853, sufficient money had been saved to enable him to become a merchant in a small way in Eagle River, Mich., and in 1865 he removed to Chicago, where with his brother Solomon and the Messrs. Leopold, he bought the propeller *Ontonagon*, and began a steamship service to Lake Superior, in the firm of Leopold & Austrian. Fortune now smiled upon his efforts, and the firm soon added two other boats to the line. About 1882, they consolidated their interests with those of C. F. A. Spencer and others under the name of The Lake Michigan & Lake Superior Transportation Co., Mr. Austrian being elected the general manager, which office he yet holds. The Company now operates six excellent steamers. The magnificent *Manitou*, the finest steel passenger steamer on the lakes, was added to the fleet in 1893. Mr. Austrian has an interest in The Mastodon Iron Co., near Crystal Falls, Mich., of which he has always been secretary and treasurer, and owns considerable Chicago real estate. He bears a reputation for uprightness, and is a member of the Standard club.

WILLIAM HOLT AVERELL, banker, was born in 1794, in Cooperstown, N. Y., in which place he always lived, of English-French parentage. A lawyer by profession, and one of the organizers and until his death chief owner and president of The Otsego County Bank, now The First National Bank of Cooperstown, his time was mainly occupied with the care of this institution, and of an estate, inherited and acquired, consisting largely of lands in the West. The growth of the country gave great value to his possessions and made him a man of wealth. He was State Bank Commissioner in 1841, and a bright man of the old school. He died Aug. 17, 1873, leaving his estate mainly to his daughter, Mrs. Jane Russell Averell Carter, who married a resident of Cleveland, O., and was left a widow. Mrs. Carter built a large mansion in Cooperstown, and dwelt there the whole of her life. She was a woman of great liberality and expended much in private charity. She died Jan. 31, 1888, survived by Jane R. A. Brown, Mary Yale Clarke, wife of George Hyde Clarke, son of the great Central New York landholder, Anna Grace Carter, and Lawson Averell Carter.

BENJAMIN FRANKLIN AVERY, manufacturer, Louisville, Ky., founder of B. F. Avery & Sons and of one of the largest plow factories in the world, was the son of Daniel Avery, and was born in Aurora, Cayuga county, N. Y., Dec. 3, 1801. He died in Louisville, March 3, 1885. He was educated in the local schools and at Union College, and then studied law at the earnest desire of his father. A natural inclination for mechanical occupation overcame, however, his interest in any other. Engaging in the manufacture of plows in 1824, in Clarksville, Va., he followed the same business in Milton, N. C., and for a longer time in Meadville, Va. He came to Louisville in 1847, resumed the manufacture of plows, and developed a business, which pushed its trade not only to every part of the United States, but also to most of the civilized countries of the world. Mr. Avery was a progressive man, continually improving his plows and owning some valuable patents. Depots for distribution were established in New Orleans, Fort Worth, Dallas and New York city. The principal products of his industry were cotton sweeps, and chilled, wheel gang, shovel, steel, subsoil and sulky plows. The old firm are now incorporated with a capital of \$1,500,000, the stock being owned almost wholly by the Avery family. The founder was a man of great force of character and business genius and became one of the most highly regarded citizens of Louis-

ville. Mr. Avery was married in 1844, at Utica, N. Y., to Susan Howes Look. At his death, he left a large estate to his wife and his children, Mrs. Lydia Avery Coonley, Samuel Look Avery, Mrs. Gertrude Avery Shanklin, George Capwell Avery, who is now president of the company, Mrs. Helen Avery Robinson, and William Sidney Avery.

CHRISTIAN AX, manufacturer, Baltimore, Md., was born in Daaden, Rhenish Prussia, Nov. 12, 1823. Coming to America in 1851, he was employed as a travelling salesman by George W. Gail, manufacturer of smoking tobacco, to whom he proved so valuable an aid that, in 1855, Mr. Gail admitted him to partnership. The firm of G. W. Gail & Ax developed during the life of Mr. Ax one of the largest manufacturing plants of its class in the country. It is now identified with The American Tobacco Co. Mr. Ax became a brother in law of the senior partner, and the two men, congenial in spirit and united by ties of sentiment, co-operated in perfect unity to extend their trade and both gained fortunes. Mr. Ax was a Republican in politics. Several nominations for office were tendered to him but were declined, the Democrats being in the ascendancy in the State. He always gave, however, liberally to campaign funds. He was a warm friend of General Grant, and active in caring for wounded soldiers during the late War. During the Franco-Prussian war, Mr. Ax accepted the position of head of a society, formed to aid the Germans in that war, and was the means of sending many thousand dollars in behalf of their cause. He belonged to nearly all the national and local German societies of note. Caroline, a sister of G. W. Gail, accepted and married Mr. Ax in 1853, but died in 1857. Their children were Marie and Charles, the latter dying in 1886. In 1852, Mr. Ax married Nancy, another sister of Mr. Gail. This union brought them one son, Christian. Mr. Ax died March 20, 1887.

BENJAMIN AYCRIGG, lawyer, Passaic, N. J., born in that city, March 16, 1857, died in Passaic, May 15, 1893. He was of English descent, his father being Charles Aycrigg, a retired gentleman. The subject of this brief memoir received his education in the New York University and then studied law in Jersey City in Judge Dixon's office, being admitted to the bar in 1884. He practiced his profession successfully in Paterson, where he made a large number of friends. His life was free from stain and his high character won universal respect. A public spirited man, he took a great interest in schools and at one time served as a member of the Board of Education in Passaic. In 1887, he removed to Paterson, N. J., and was one of the most able members of the Paterson Board of Trade. He gave much time to all matters in which this association was interested. Keen and comprehensive in mind, he was capable of grasping in a masterly way every subject which came before him. He was a large owner of real estate which rose to great value with the increase in population. For the press, he wrote several thoughtful articles on current topics. In 1887, he married Abbie Brown of Pittsfield, Mass., and his family consisted of two sons, Charles B. and George B. Aycrigg.

FREDERICK AYER, manufacturer, Lowell, Mass., a brother of the late Dr. James C. Ayer, was born in Ledyard, Conn., Dec. 8, 1822. Educated in the public schools and then in higher schools in Jewett City, Conn., and Baldwinsville, N. Y., he began life as clerk in the general country store of John H. Tomlinson & Co., in Baldwinsville. Here he showed himself a capable young man and was sent for three years to Syracuse to take charge of a branch store there, being finally admitted to partnership. He subsequently became the partner of the late Dennis McCarthy, the leading dry goods mer-

chant of Syracuse, the firm of McCarthy & Ayer continuing for eleven years. In 1855, Mr. Ayer retired to join his brother in the manufacture of Ayer's Proprietary Medicines in the firm of J. C. Ayer & Co., Lowell, Mass., and was made treasurer of the company. In 1871, the brothers bought a controlling interest in the Tremont Mills and The Suffolk Manufacturing Co., then bankrupt and idle, and united them as The Tremont & Suffolk Mills, and Mr. Ayer is yet a director in their management. He has displayed capacity as an administrator and organizer and has been president of The Lowell & Andover Railroad since its organization, director and treasurer of The Portage Lake Canal and The Lake Superior Ship Canal, Railway & Iron Co., and director in The Keweenaw Association, The Lowell National Bank, and The Merchants' National Bank of Lowell, The Central Savings Bank, and The New England Telephone Co. In 1885, he bought The Washington Mills of Lawrence at auction, was president for the first year, and has been treasurer ever since. The company employs 3,200 hands.

DR. JAMES COOK AYER, famous as a manufacturer of proprietary medicines, and as an organizer and financier, was born May 5, 1818, in that part of the town of Groton, Conn., which now bears the name of Ledyard. In his veins ran the blood of old American families, distinguished for personal character and active interest in public affairs. Frederick Ayer, his father, who served as a soldier of the War of 1812 and died in 1825, was a son of Elisha Ayer, a hero of the American Revolution. The mother of Dr. Ayer was Persis Cook Ayer, who died in Lowell, Mass., July 23, 1880.

Although he lost his father by death, early in life, the subject of this memoir was anxious for a liberal education and obtained it in his own way. An arrangement was made, whereby he removed to Lowell, Mass., and there he attended the grammar school, going later to the Westford academy and Lowell high school. He then prosecuted alone for three years the course of studies prescribed at Harvard college, having the advantage of tutorship by the Rev. Dr. Edson in Latin only. An active mind led him to supplement this preliminary education by the diligent reading of sound and choice books, and, through a tenacious memory and an ardent desire for knowledge, he became a man of extended scholarship and the most varied information.

In 1838, the youth found employment in the apothecary shop of Jacob Robbins in Lowell, as a clerk and student, and there gained the training which determined his occupation for life and led him on to fortune. For four years, he studied chemistry with all the ardor of a fresh and vigorous nature, aided by his own training in study, and then studied medicine under Dr. Samuel L. Dana and Dr. John W. Graves. In both branches of science, he became proficient, taking rank at an early day both as an excellent analytical chemist and a competent physician. The University of Pennsylvania gladly gave him the degree of Doctor of Medicine.

In April, 1841, an opportunity to buy the apothecary business of Mr. Robbins, his former employer, presented itself; and securing a loan of \$2,486 for this purpose, Dr. Ayer bought the shop and its stock of goods and conducted the business thereafter on his own account, and, it may be said, with such success, that within three years he repaid the loan in full. Beginning thus without capital of his own, he had then come into the possession of a paying business. This little store was the foundation of the enormous industry, which Dr. Ayer developed in later years.



D. C. Ayer

Nov. 14, 1850, Dr. Ayer married Miss Josephine Mellen Southwick, a daughter of the Hon. Royal Southwick, for many years a woolen manufacturer as well as a political leader in that district.

In 1855, the manufacture of proprietary medicines was undertaken in accordance with formulas invented by Dr. Ayer himself. These prescriptions were primarily intended for the use of people resident on the frontier and in remote districts, where, in cases of sickness, the prompt services of a physician could not be obtained. They proved to be useful not only to persons so situated, but to the public at large, and soon found a ready sale. Dr. Ayer's business grew in volume from year to year, until Ayer's Proprietary Medicines became known not only throughout the United States but in every part of the civilized world. Much of their success grew out of energetic and ingenious advertising. One of Dr. Ayer's original ideas was the publication of an almanac, yearly, which, in addition to its valuable astronomical data and calendar, should contain a great variety of irresistibly witty jokes as well as complete information about the medicines. Ayer's Almanac was given away by the millions of copies, and became in time no less renowned and no less eagerly sought for than the medicines themselves. The principal remedies prepared by Dr. Ayer were his Cherry Pectoral, Sarsaparilla, Ague Cure, Hair Vigor and Pills. A large laboratory was built to accommodate the growing manufacture, and was expanded until it gave employment to nearly 300 persons. The establishment having been fitted up with machinery for the publication of 15,000,000 almanacs a year, 800 tons of paper were bought annually for this single branch of the extended advertising of the house. In 1877, the firm of Dr. J. C. Ayer & Co. was succeeded by The J. C. Ayer Co.

While the fame of Dr. Ayer grows largely out of the publicity given to his medicines, yet it must be said that his genius had many sides and his versatility was extraordinary. While profoundly versed especially in the mysteries of chemistry, he loved also the physical sciences. One of his investments took place early in the War. In November, 1861, he bought four sea island cotton plantations at Hilton Head, Ga., and engaged in cotton raising with free black labor. Although there were difficulties to be overcome, yet he finally made the enterprise successful; and the grandson of John C. Calhoun is the author of a statement, that if the South had believed that such enormous crops could be produced with free labor, there would have been no war.

In 1865, Dr. Ayer invented processes for the disintegration and desulphurizing of rocks and ores by means of liquids, applied to them while incandescent. Three patents were secured upon these processes, but Dr. Ayer did not possess the facilities for manufacturing; and for convenience, he sold the patents to The Chemical Gold & Silver Ore Reducing Co.

He was engaged in many important public works. Among other ventures, he embarked in a plan of his own for supplying water to the inhabitants of Rochester, N. Y., from a beautiful sheet of water named Hemlock lake. Much litigation attended this enterprise. Dr. Ayer was also one of the original projectors of The Lowell & Andover Railroad and a large owner in its stock.

In 1870, he bought a large interest in The Tremont Mills and The Suffolk Manufacturing Co., two large cotton industries, then bankrupt and idle, and by consolidating them as The Tremont & Suffolk Mills, he placed them under good management and made them the most successful in New England. He was treas-

urer of the corporation for many years. Having made large investments in other factories in Lowell and Lawrence, Dr. Ayer became deeply interested in honest and capable management, and was one of the most influential advocates of corporation reform, a question which attracted the attention of the manufacturing world for two decades. It is remembered that he stoutly opposed the management of great corporations in the interests of a few large stockholders, rather than for the good of all the owners, large and small; and the strenuous battle of Dr. Ayer awakened public interest and brought about the desired reform.

The famous Portage ship canal at Keeweenaw Point on Lake Superior, a mile and a half long, by which Portage lake and Portage river were opened through to Lake Superior, and 110 miles of dangerous navigation were saved and an excellent harbor created, was the product of his mind; and he was the inspiring genius and a large owner in The Lake Superior Ship Canal & Iron Co., which built the canal. An effort was made to induce Dr. Ayer to lend his strong support to the Panama canal, but his judgment of the impracticability of that water route led him to refuse to engage in the scheme.

Always taking a native born American's interest in public affairs, and fitted by natural gifts for public station, Dr. Ayer was mentioned for Congress several times; and in 1874, he was nominated by the Republicans of his district. That was a year of tidal reaction against the Republicans, and Dr. Ayer was defeated, as were hundreds of the best men of the party in that year. He probably would have been elected, however, had not Judge E. R. Hoar, whom Dr. Ayer had cordially supported on a previous occasion, run that year as an independent third party candidate, dividing the Republican vote.

Ample means enabled Dr. Ayer to gratify impulses of genuine philanthropy, and he contributed a bell to the chime in St. Anne's Church in Lowell in 1857. In 1866 he presented to the city a winged statue of Victory for the public square in Lowell and made the public address of presentation. When the town of Ayer was incorporated in 1871, it was named in honor of him, and he gave it a beautiful Town Hall.

A man of constructive ability, Dr. Ayer scorned to build his own fortune by wrecking those of others. Vast wealth came to him through untiring endeavor, honest methods, the development of new enterprises, fine organizing genius, great capacity, and a business judgment that was unusual. He never undertook what he could not accomplish and what ought not to be accomplished. He was able, unaided, to build up one of the large fortunes of the United States, without incurring the hazards of speculation. While devoted to science, he loved literature and art. He was a good scholar in Greek and Latin, spoke French fluently, and learned Portuguese when fifty years of age. In his large house in Lowell, he accumulated a large library and was fond of reading the soundest and choicest books, especially the works of Horace. Art in all its finer forms awoke his admiration, and had he not died before the completion of his plans, Lowell would have been enriched by gifts of paintings of great value.

He died July 3, 1878, universally regretted, leaving a large estate to his wife, his son, Frederick Fanning Ayer, and his daughter, the wife of Lieut. Commander Frederick Pearson, a gallant officer of the navy.

ELI AYLSWORTH, merchant, judge, banker and man of affairs, Providence, R. I., was a strong, original and self reliant character, an excellent specimen of the typical Yankee. He came into the world, June 6, 1802, on a farm in Foster, R. I., the first of the twelve children of Arthur and Mary Preston Aylsworth. The little farm could not support so numerous a brood as this, and Eli was driven while a boy to help sustain the family. The strong, robust, hearty lad was hired out at the age of eleven, and at eighteen went into a country store for two years, and, at twenty, more practical and experienced than a college graduate, he married Miss Martha Bennett, and opened his own store, with \$149 of capital. Much of his early success came from the kindness and sound advice of Randolph Chandler, a Providence merchant, who trusted him with goods, and far more of it from his good and able wife. Economy, shrewdness and a liking for hard labor won a handsome reward almost from the start. The blanks in his early education were filled by his strong and active mind so thoroughly, that his townsmen made him Deputy Sheriff and Justice of the Peace, and in 1838, Judge of Common Pleas in Providence county. Mrs. Aylsworth died in 1837, the mother of ten children, and, in 1840, her husband married Maria Fairman, who also died in July, 1842, leaving a son, Henry P. Aylsworth. In 1843, Mr. Aylsworth married Eliza S. Angell, who lived until January, 1894. The years from 1841 to 1850 were spent in Danielsonville and Brooklyn, Conn. Thereafter, Mr. Aylsworth was a resident of Providence. While occupied with his own investments, largely in real estate, and with his duties as director of The Atlantic Bank at one time, president of The Jackson Bank, vice president of The Mechanics' Savings Bank for nearly twenty years, from which he withdrew in 1878, and president of The Westminster Bank from 1856 until his death, he managed a large volume of investment business for other people. Several large estates were committed to his care, and it is thought that more little trusts were left to him than to any other man in New England. He sat in the Legislature as a Whig or Republican in 1854, 1866 and 1867. He was a Methodist, a man of large benevolence, an able man whose advice was sought continually, and an all round good citizen. When he died, Aug. 5, 1894, in his 93d year, only five children survived him, Mercy Bennett, Emily Rothwell, Hiram B., Adaline Angell and Eliza Burlingame.



B.

FRANCIS GRANGER BABCOCK, banker, Hornellsville, N. Y., born in the town of Pharsalia, Chenango county, N. Y., in 1831, is a descendant of an old New England family. Luke Babcock, his grandfather, was originally a resident of Connecticut but became one of the first settlers of Chenango county. Mr. Babcock is a son of Paul Randall Babcock, and his mother's maiden name was Adelaide McClara Wallace.

The subject of this sketch was educated at Bacon Academy in Colchester, Conn., where he enjoyed educational advantages of a high order. Mr. Babcock remembers to this day, with grateful appreciation, the training which he received in that place of learning and speaks in the highest praise of his old tutor in mathematics, James S. Eaton, a graduate of Andover Seminary, Mass., and acknowledged to have been one of the best mathematicians in the country.

After leaving school, Mr. Babcock entered upon a business career in a country store in Connecticut. No better school in which to lay the foundation of a commercial education could have been selected. Evidence of natural aptitude for business pursuits soon became apparent, and Mr. Babcock's shrewd insight into human nature may be traced to the information picked up by him in that country store in Connecticut.

Subsequently, his business talents and enterprise attracted the attention of his uncles, the Messrs. Usher, who at that time carried on a more extensive trade with the West Indies than any other house in Rhode Island. They made Mr. Babcock chief clerk, and in this wider field he demonstrated again the possession of abilities, which have since placed him in the front rank among banking men.

In 1852, when the Erie railroad had been completed and began running trains from Piermont to Dunkirk, Mr. Babcock recognized the important influence which this enterprise would exert upon business undertakings along its line, and promptly located in Allegany county, N. Y., first taking a position as a clerk in a country store. There he met Miss Elizabeth Clark, a daughter of the late Charles S. Clark, to whom he was married in 1854. Their family now consists of six children: Charles Clark Babcock, Mrs. Charles O. Rose, Mrs. Horatio Seymour Lang, Francis Granger Babcock, jr., Mrs. Edwin S. Brown, and Blake Bonnett Babcock, all of Hornellsville.

About six years after marriage, Mr. Babcock associated himself with his father-in-law, in the business of manufacturing and dealing in pine lumber and the sale of general merchandise. This business was conducted for nearly twenty-five years—in fact, until, the death of Mr. Clark in the latter part of 1880. During this period, Mr. Babcock prospered in everything he undertook. Quick to perceive the character of investments brought to his attention, he rarely failed to profit by every legitimate opportunity which offered itself. To his wide awake mind, it soon became apparent that the development of the country would exceed anything, of which people in his younger days had dreamed, and he became extensively interested in the ownership of pine lands in Michigan and Pennsylvania. Every investment was made only after personal examination of the property purchased and with a clear perception of its future value. Some of these investments proved far more profitable than anticipated. Large tracts



G. G. Babcock

in Pennsylvania, purchased with reference to their value as timber land, turned out to be petroleum producing, and Mr. Babcock came to be widely known as one of the largest oil land owners and sellers in McKean county, Pa.

By 1871, Mr. Babcock had become one of the best known business men in Western New York, and in that year he removed from Allegany county to Hornellsville in the adjoining county of Steuben. Then, as now, Hornellsville was one of the most important points on the line of the present New York, Lake Erie & Western Railroad, of which road, by the way, Mr. Babcock has always been a firm and enthusiastic friend.

He is public-spirited and always ready to aid in advancing the interests of the city, in which is located his home. In 1874, he built the Babcock building, one of the principal structures in Hornellsville, and in 1875 established The Bank of Hornellsville, now a most prosperous institution, which he organized under State law. Two-thirds of its stock are owned by Mr. Babcock, who has been president since organization. The remainder of the stock is owned by a brother, D. D. Babcock, vice president of the bank, and by members of the respective families of both, so that the institution may aptly be termed a family bank. Enormous as are the enterprises in which Mr. Babcock is interested, he gives personal attention to them all, and their success shows the ability and genius of the man who controls and guides them. He is recognized as a very able man, and his opinion on a business question is always received, with confidence, as authority.

In addition to the enterprises already mentioned, Mr. Babcock was at one time largely interested in the importation and breeding of Holland and Scotch cattle, to which he gave close attention for several years. He is the owner of the celebrated Babcock Stock Farms, located at Hornellsville, which are unrivaled in the State. Some of the best horses in the country are being bred there. With his brother, D. D. Babcock, he also owns a fine farm in Kansas, comprising about 12,000 acres, upon which are kept from 2,500 to 3,000 head of cattle and horses.

Notwithstanding the extent and diversity of Mr. Babcock's interests, he has found time to take an active part in politics. His party sent him as a delegate to the Democratic National Conventions of 1880 and 1888, and made him a member of the Democratic State Committee in 1882 and 1883, representing the Congressional district, then composed of Chemung, Steuben and Allegany counties. In 1893, Governor Flower appointed him one of the State Forest Commissioners, and his associates made him president of the body, which position he now holds.

Mr. Babcock is, in the truest sense of the term, a self-made man. Although not born in poverty, he has had to make his way, nevertheless, from the time he was ten years of age, and to depend upon his own resources for a living. With the exception of fifty dollars, his only inheritance has been the industry, enterprise and business ability, which have won for him wealth and prominence.

JOHN JUDSON BAGLEY, manufacturer, Detroit, Mich., a native of Medina, N. Y., born July 24, 1832, died in San Francisco, Cal., July 27, 1881. He removed to Michigan with his father's family in 1840, and tutelage in the common country schools ended when he was fourteen. After a few years at Constantine and Owosso, he left home for Detroit, at the age of fifteen, to seek employment. His first engagement there was in the tobacco store of Isaac Miller. On reaching his majority, he established a small tobacco factory of his own and in a short time became a large and successful

manufacturer. In later years, he connected himself with various other industries and with banking and real estate ventures, and was, as a rule, successful. Public life attracted his bold and active nature and the position of Metropolitan Police Commissioner and other positions of trust in his city and State were confided to him. In 1868, he became chairman of the Michigan Republican State Central Committee, and in 1872, the Republicans elected him Governor of the State and re-elected him in 1874. During his administration, the educational and charitable institutions of the State received his special care and attention and were placed on a higher plane of usefulness. The treatment of the liquor traffic by taxation was the result of his recommendations. He was a man of large physique and fine presence, heavily bearded, and a great reader and profound thinker, with a broad and comprehensive grasp of all public questions. A member of the Unitarian Church, his donations were large but were confined to no sect or creed. He married Miss Frances E., daughter of the Rev. Samuel Newbury, and left a large estate to his wife and children, Mrs. Florence B. Sherman, John N. Bagley, Frances B. Brown, Margaret B. Hosmer (since deceased), Olive, Paul F. and Helen.

CHARLES MARTIN BAILEY, manufacturer, Winthrop, Me., born there, Oct. 24, 1820, began life as a farmer and acquired in early life the thrifty habits, strong physique and practical mind, for which the people of the State are famous. When he resolved to become a business man, he began the manufacture of oilcloth carpets on a small scale, finding a local market at first but prospering to such an extent that the business gradually developed into a considerable industry. Wages were low in Maine, and when Mr. Bailey began competing for the general trade of the United States, his fortune rapidly improved. Depots are now maintained in New York city and Philadelphia. Mr. Bailey has now resigned the active management to Charles I. and Edward A. Bailey and Joseph E. Briggs, the latter his son-in-law, the business being conducted under the style of The C. M. Bailey's Sons Co. Many people consider him the richest man in Maine. The Bank of Winthrop and The Maine Steamship Co., of both of which he is president, and other enterprises now fully occupy his attention. Oct. 23, 1844, Mr. Bailey married Sophia D. Jones.

JOHN BAIRD, marble manufacturer, Philadelphia, Pa., born in Londonderry, Ireland, in 1820, died in Philadelphia, Feb. 13, 1894. The son of a coppersmith, he was brought to Philadelphia while an infant, set to work in early boyhood, and later apprenticed to a marble cutter. He liked marble work, was self-denying and saving, worked overtime, and at the age of twenty-one, started a marble business of his own in a small shed on Ridge avenue near Spring Garden street, meanwhile taking drawing lessons at night and, making a special study of ornamentation and the orders of architecture. His business improved with advancing knowledge, and ere long Mr. Baird moved to a better location on Spring Garden street near 13th. Competition compelled Mr. Baird to introduce labor saving appliances and he was the first to employ steam in the cutting of marble slabs. About 1852, his brother, Matthew Baird, became a partner, withdrawing, however, two years later to enter the since famous Baldwin Locomotive Works. Mr. Baird imported foreign marble in order to obtain the finest materials for special works and frequently visited the quarries in New England for the same purpose, finally purchasing an interest in an excellent quarry. Among his contracts for marble was one for the Capitol at Washington. As he gained prosperity, Mr. Baird bought real estate, especially in the northwestern part of the city, and built

thereon several long rows of dwellings. He was also president of the Continental Hotel corporation. Everything this energetic man undertook, he did with all his might and his capacity for labor was enormous. Responsibilities accumulated upon him as the years passed by, and he served with credit as president of The City National Bank, 1878-88; president of The Cambria Mining & Manufacturing Co.; and the designer of Agricultural Hall at the Centennial Exposition, and, part of the time, a member of the Board of Finance. The city received from him a marble model of the Centennial Buildings at a cost of \$25,000 to himself. Public spirit led him also to become an organizer and vice president of The Pennsylvania Museum & School of Industrial Art, vice president of The School of Design for Women, trustee of The Williamson Free School, vice president of The Spring Garden Institute, a corporator of The Hayes Mechanics' Home, and president of The Mechanics' Exchange. Mr. Baird was an owner in The Winifrede Coal Co. of West Virginia. Matilda, his wife, and three children, Thomas E., John E., and Matilda Baird, survived him.

MATTHEW BAIRD, locomotive builder, Philadelphia, Pa., was not a native American, but was born in Londonderry, Ireland, in 1817. He died in Philadelphia, May 19, 1877. His excellent parents, Scotch-Irish by descent, came to the new world in 1821, settling in Philadelphia on Lombard street. The senior Baird, a coppersmith, gave Matthew a fair education and then encouraged him to support himself. The boy went to work at first in a brickyard and proved by his subsequent course, that it is not the way a man begins in America, which determines his success, but how he goes on after he begins. A better place came to him, when he was made a laboratory assistant in the University of Pennsylvania. In 1834, then seventeen years of age, he entered the works of The New Castle Manufacturing Co., and made such progress that in a short time he became superintendent of the railroad shops in the same town. Thorough in all his work and a good manager, he had the good fortune to secure, on his merits, in June, 1838, the place of foreman of the sheet iron and boiler department of The Baldwin Locomotive Works in Philadelphia, and from that time forward rapidly built his fortune. The next twelve years were spent as an employé of this concern, but in 1850, he left it for four years. It should be told here, that, during 1845-50, he was a partner of Richard French, sr., and Henry R. Campbell, under the name of French & Baird, in the manufacture of locomotive smoke arresters, and for about two years engaged a partner of his brother, the not less well-known John Baird, in the marble business. In 1854, he returned to The Baldwin Locomotive Works as a partner in M. W. Baldwin & Co. In this industry, his mechanical genius and native ingenuity had full play and he made noteworthy experiments in the economical burning of soft coal in railroad engines and adopted the deflector plate or brick arch, now in general use. In 1867, following the death of Mr. Baldwin, the firm reorganized as M. Baird & Co., George Burnham and Charles T. Parry, being the junior members. Mr. Baird retired in 1873. He had large interests in other enterprises, and found congenial occupation in their management, being a director in The Central National Bank, The Texas & Pacific Railway, The Andover Iron Co., The Philadelphia & West Chester Railroad and other corporations, one of the incorporators and a director of The American Steamship Co., and a stockholder in The Pennsylvania Railroad. He was always devoted to the interests of Philadelphia, liberal in charity, and disposed at all times to assist every wise and public-spirited work.

The Northern Home for Friendless Children and The Philadelphia Academy of Fine Arts have cause to remember him with gratitude.

CHARLES JOSEPH BAKER, merchant and manufacturer, Baltimore, Md., born in Friendsbury, the family home near Baltimore, May 28, 1821, died Sept. 23, 1894. It is related that his grandfather, William Baker, having been left an orphan by an Indian massacre near Reading, Pa., came to Baltimore at the age of twelve and lived to found and carry on the successful house of William Baker & Sons. This trade gave direction to the labors of his children. In 1841, the subject of this memoir graduated from Dickinson College, Carlisle, Pa., where so many of the youth of Baltimore have gained an education, and entered the office of the window glass factory of his father, then doing business under the name of The Baltimore Glass Works. In 1842, his brother, Henry J. Baker, and he started a paint, oil and glass business. The brothers were hard working men, careful and shrewd, and met with marked success. As a branch of their business, they carried on the manufacture of glass for years in The Baltimore Window Glass, Bottle & Vial Works. The firm changed its name to Baker & Bro., in 1848, and to Baker Bro's & Co., in 1851. In 1865, Mr. Baker bought the interest of his partners, his sons taking their place. Mr. Baker was a very capable merchant. He imported chemicals, oil, and glue and knew how to increase his business by promoting auxiliary local industries. He was connected with The Maryland White Lead Co., The Maryland Fertilizing & Manufacturing Co., The Chemical Co., of Canton, and other concerns. He was also interested in other enterprises merely as investments, including The Franklin Bank, of which he became a director in 1859 and in 1866 president; and The Canton Co., of which he was a director after 1860 and after 1870 the president, a position which he resigned in 1877. It was through his efforts that the Union railroad and tunnel were constructed; and, having bought control of *The Baltimore Gazette*, he was enabled to advance reform movements, which excited his lively interest. A man of probity, public spirit and great activity, Baltimore was the gainer by his labors.

DORSEY SYNGE BAKER, M.D., banker, Walla Walla, Wash., originated in Centreville, Wabash county, Ill., Oct. 18, 1823, son of Ezra Baker, a country doctor. It was in the ship *Elizabeth Ann*, that the founder of this family, Alexander Baker, arrived in 1635 in Boston, Mass. The subject of this memoir studied the profession of medicine at the Philadelphia Medical College. In 1848, Dr. Baker crossed the plains to Portland, Or., and went to California in 1849. The practice of his profession proved remunerative, but a capacity for business and the opportunities of a new and wonderfully productive country soon asserted themselves and he abandoned a profession always distasteful for a hardware store in Portland. He also built a flour mill in Southern Oregon, among the first in the State, and later engaged in steamboating on the Columbia and its tributary, Snake river. In 1862, he removed to Walla Walla and in 1871 took steps to organize a railroad company to build a line from Walla Walla to Wallula. This road, the first in the Territory, was built entirely from his own means and was finished in 1873. Dr. Baker took part in many other forms of enterprise, including the purchase of wheat and the management of a bank, and being a man of extraordinary energy and sound intellect, he became one of the foremost citizens of the Territory of Washington. His principal properties were The Baker & Boyer Bank in Walla Walla, the first bank in the Territory, and The Walla Walla & Columbia River Railroad. About 1851, Dr. Baker married Caroline Tibbetts of East Portland and to them were born

Edwin T. Baker; Mary E., now wife of Miles C. Moore, last Territorial Governor of Washington; Henry C. and W. W. Baker. By his second wife, Mrs. Elizabeth McCulloch, he was the father of Ida Mabel, Anna Amelia, Rose Imogene, and Ada Louise Baker. The children named are all living. There were others, who died quite young. Dr. Baker did not live to see the Territory become a State, but died July 4, 1888.

ISAAC GILBERT BAKER, merchant, now of St. Louis, Mo., is a son of Connecticut and was born in Ridgefield in that State, Aug. 22, 1819. Isaac Gilbert, grandfather on his mother's side, was a descendant of Matthew Gilbert, one of the planters of the New Haven colony, and Dr. Amos Baker, his other grandfather, served in the American Revolution as assistant surgeon in Wadsworth's Connecticut brigade. With his father's family, Isaac G. Baker left the old home in Ridgefield, when eight years old, and moved to New Haven, where the lad learned all that the common schools could teach him, spending one year thereafter in the academy at Wilbraham, Mass. Then, as a clerk, he began to sell groceries in a retail store.

In the spring of 1839, before Horace Greeley had uttered his famous remark, "Go West, young man," and indeed before there was any NEW YORK TRIBUNE in which to utter it, Mr. Baker crossed the States to enter as a clerk a store in Burlington, Ia. In 1841, he accepted a situation at the Sac and Fox Indian Agency at Des Moines, Ia., and was present when the treaty was signed, under which the red men ceded more than three-fourths of the present State of Iowa to the Federal government. The Indians thereafter removed to a reservation near what is now Ottawa, Kan., Mr. Baker following them and carrying on the Indian and general trade until 1851. Then, while continuing his store at the Sac and Fox agency, he opened another in Westport, Mo. In 1864, Pierre Chouteau, jr., & Co., of St. Louis, offered to Mr. Baker control of the trade in furs and Indian supplies at the distant post of Fort Benton. The offer was accepted. Mr. Chouteau died in 1865, and the exclusive control of the Missouri river trade of Pierre Chouteau, jr., & Co. was sold to a new company, of which Martin Bates of New York was head and principal stockholder. In 1866, Mr. Baker built a general store and warehouse at Fort Benton, and engaged in mercantile business under the firm name of I. G. Baker & Co., operating the Baker line of steamboats, transporting freight by wagons to the mining towns, and trading with the Indians. Every year, he collected in that region from 15,000 to 22,000 dressed buffalo robes and shipped them to a market in the East. In 1874, the Canadian government raised a force of 500 mounted police and garrisoned the American boundary line, and the Missouri river then became the most practicable route over which the police could obtain supplies, and Mr. Baker shared largely in the business.

Mr. Baker sold his mercantile business in 1878 but has retained large interests in Montana to the present day. He is president of The Benton & St. Louis Cattle Co., at Fort Benton. He owns an improved ranch at Highwood, which nestles in a beautiful valley at the foot of the Highwood mountains, twenty-five miles from Fort Benton, and upon that property spends three months of every year with his family and domestics. The remainder of each year he dwells in St. Louis, and is occupied there with the affairs of The Continental National Bank.

ROBERT HALL BAKER, manufacturer, Racine, Wis., was born June 27, 1839, at Lake Geneva, Wis., and died in Racine, Oct. 5, 1882. He was a son of Charles Minton Baker, lawyer and judge, and of Martha Washington Larrabee, his wife. The

paternal ancestor came to America from England in time to become inoculated with the spirit of liberty and fight for freedom in the American Revolution, while the original immigrants on the maternal side of the house were Huguenots, driven from France by persecution to New Jersey. Graduating from Beloit College, Mr. Baker entered the law office of his father at Lake Geneva, but soon removed to Racine and opened a law office of his own. Through an acquaintance with the late Jerome I. Case, manufacturer of threshing machines, Mr. Baker was finally induced to become a partner in Mr. Case's firm, and he remained successfully engaged in that business until death. Mr. Baker was a man of excellent ability, one of the best financiers in Wisconsin, and not only proved a strong reinforcement to the threshing machine industry but received the compliment of election to various important public offices. State Senator of Wisconsin, 1872-76, and Mayor of Racine, 1874, he was afterward chairman of the State Central Committee of his party. President Garfield appointed him government director of The Union Pacific Railroad, and Mr. Baker attended the Paris Exposition of 1878 as one of the three American Commissioners. Mr. Baker and General Garfield were intimate friends, and when the secret history of the latter's election to the Presidency shall be told, Mr. Baker will be found to have played an important part in the affair. Mr. Baker was a member of the Masonic order and various other secret societies. To him and his wife, Emily M. Carswell, whom he married in Racine, Dec. 20, 1859, were born M. Louise, George C., Edward L., Robert H., and Charles H. Baker.

LIVINGSTON L. BAKER, pioneer of the Pacific coast, came into the world in Portland, Me., Aug. 2, 1827, and arrived in San Francisco by the steamer *Panama* in August, 1849. "To Sacramento, with his washbowl on his knee," he immediately repaired, and after a short experience in the gold diggings, he settled in Sacramento in partnership with the late Robert H. Hamilton and engaged in the business of selling tools and hardware to builders and miners. The firm of Baker & Hamilton afterward established a factory for the manufacture of farm implements at Benicia, and conducted stores in Sacramento, San Francisco and San Luis Obispo. By the time of his death, in San Francisco, Dec. 21, 1892, Mr. Baker had made himself one of the best known merchants on the coast and acquired a large estate.

EDWARD BALBACH, smelter and refiner, Newark, N. J., was born in Carlsruhe, Baden, Germany, March 19, 1804. He died in Newark, Oct. 14, 1890. Early in life, he acquired a liking for chemistry, made it a special study, and was given a scientific education. His first venture was a small shop in his native city for the refining of precious metals. Profits were not large, however, and in 1848, the opportunities of the new world brought him here on a tour of inspection. He found that there would be little competition in his specialty in the United States, and after visiting the principal cities decided to locate in Newark. At this juncture, a brother in Germany died, leaving eight helpless orphan children. Mr. Balbach hurried back to Europe to provide for them, and, in 1850, returned to Newark and erected the first of the now immense smelting and refining works, through which pass more gold and silver than are sent out from the Philadelphia mint. The jewelry manufacturers of Newark supplied sufficient employment at first, and he began by reducing jewelers' sweepings, a new trade in this country, soon gained orders from other States and was compelled to enlarge his works. He then began smelting lead from New York and Pennsylvania

mines, and later lead ores from Mexico. The work of separating gold and silver from the baser metals was next undertaken; and Mr. Balbach patented a "de-silverizing process," which has completely revolutionized the smelting of gold and silver in this country and in Europe, and which brought to his works a continual stream of consignments of gold and silver ores from all the Western States and Territories, Mexico and South America. During his later years, he added to the business the making of perfectly pure lead for the manufacture of paints. Years ago, he admitted his son, Edward Balbach, jr., to partnership under the name of Edward Balbach & Son, but afterward incorporated the business, with himself as president, as The Balbach Smelting & Refining Co.

ALBERT BALDWIN, merchant, manufacturer and financier, New Orleans, La., was born at Watertown, Mass., in 1834. His father, Jacob Baldwin, and his grandfather, who was a soldier in the American Revolution, were born in Jaffrey, N. H. The emigrant ancestor, Henry, came from Devonshire, England, subscribed in Charlestown to the town orders for Woburn, and after that became a distinguished citizen and freeman of the colony. On the mother's side, Mr. Baldwin is of Scottish lineage, his mother being Martha Bruce, a direct descendant of Robert Bruce.

At the age of thirteen, Mr. Baldwin went to work in the counting room of the Cabot Mills of Chicopee, Mass. At sixteen, he went to Boston and entered the house of J. M. Beebe & Co., afterward known as J. M. Beebe, Morgan & Co., and remained many years in the counting room of that then large dry goods importing establishment. In 1858, he removed to New Orleans and took charge of the office of John Burnside & Co., at that time a very prosperous and large dry goods importing house. He is now president of the hardware corporation of A. Baldwin & Co., Ltd., The New Orleans National Bank, The New Orleans Railway & Mill Supply Co., and The Gullett Cotton Gin Factory of Amite, La. Three sons and a son-in-law are closely identified with him in various undertakings.

Mr. Baldwin fulfills the ideal of a successful merchant, manufacturer and financier. No one will gainsay the position he now deservedly holds of being a leader in all matters of business where shrewdness, clearheadedness and sound judgment are brought into play. His executive ability and skill in directing important business affairs and large forces of men, are seen in the success which attends every enterprise which he undertakes.

ELBERT IRVING BALDWIN, merchant, Cleveland, O., born in New Haven, Conn., May 13, 1829, died Jan. 27, 1894, at his residence on Prospect street, Cleveland. He was a son of Silas I. Baldwin, one of the lineage of Richard Baldwin of Bucks county, England. Hopkins Grammar School of his native town prepared Mr. Baldwin for college, but ill health precluded a college course and he took a position in the dry goods store of Sanford & Allen, accepting a similar place two years later in New York with Tracy, Irwin & Co. Mr. Baldwin studied business as he did books, conscientiously and thoroughly, preparing himself well for the responsibilities of life. In 1853, after careful examination of the cities of the West, he selected Cleveland by preference and there established the mercantile house of E. I. Baldwin & Co.

Mr. Baldwin is remembered as a pioneer in the "one price and cash" system of doing business in Cleveland. Older merchants regarded his innovation at first with disfavor and incredulity, but he succeeded in this matter as in other things by persever-

ance. Opposers soon became his followers. The success of his system was ensured from the outset by the upright dealing, unusual good judgment, foresight and energy of its founder. These same characteristics quickly made Mr. Baldwin an authority on questions of finance, and he attained as much prominence in the banking as in the mercantile world. Fifteen years after the establishment of the business in Cleveland, his firm erected the first fine store in the city at an expense of over \$100,000. This example has been well followed by others, but Mr. Baldwin may be regarded as the pioneer builder of fine business structures in Cleveland.

He was married in 1855 to Mary Jeannette Sterling of Lima, N. Y., and early the following year united with the Second Presbyterian Church, of which he was ever a consistent member and an elder during the last twenty-seven years of his life. Mr. Baldwin was at all times a Christian gentleman, refined by nature, cultivated by study and travel both at home and abroad, full of enthusiasm, and inclined to aid all artistic and educational development. That he never lost an opportunity of doing good is attested by his numberless charities. He is survived by his wife, his three sons, Elbert F., Irving and Arthur K., and his daughter Gertrude.

HENRY PORTER BALDWIN, manufacturer, formerly Governor of Michigan and United States Senator, reached high station from a modest beginning. He was born in Coventry, R. I., Feb. 22, 1814. Left an orphan in boyhood, he became a mercantile clerk in Pawtucket, R. I., eight years before he came of age. When of age, he went into business on his own account in Woonsocket. In 1838, he moved to Detroit, Mich., and amassed a large fortune by the manufacture of boots and shoes and the investments of profits in real estate, banking and railroads. He was for a time president of The Second National Bank. Elected in 1861-62 to the Michigan Senate, he was made Governor of the State in 1869-73, and in 1879 was sent to the United States Senate. A liberal and public-spirited man, a practical friend of the University of Michigan and an Episcopalian, he was universally esteemed. He died Dec. 31, 1892, survived by his wife, Mrs. Sybil A. Baldwin, and four children, Mrs. Percie B. Rose, and Sybil F., Katharine J., and Marie Louise Baldwin. By his will, he gave about \$75,000 for charity.

MATTHIAS WILLIAM BALDWIN, locomotive builder, Philadelphia, Pa., was one of the sons of William Baldwin, of Elizabeth, N. J., a carriage maker, who left his family in comfort at his death, but whose estate was so lessened by bad management that his sons were compelled to go to work for a living. Matthias was born Dec. 10, 1795, and died in Philadelphia, Sept. 7, 1866.

From early boyhood, the future engine builder loved mechanics and showed constructive talent. Beginning at sixteen, as apprentice to Woolworth Bro's of Frankford, Pa., he learned the art of making jewelry, and, when his own master, went to the shop of Fletcher & Gardiner in the same city and showed himself a good workman. In 1819, he started in business for himself, but misjudged the times and made a failure. Meanwhile, a process for gold-plating had been invented by him, now in general use. For a few years, Mr. Baldwin sold groceries and tried various other trades, but in 1825, returned to his proper calling and opened a small shop for making bookbinders' tools, copper cylinders for calico printing, and similar appliances. It was his energy and ingenuity which drove foreign tools for binders out of the market and revolutionized the calico industry. Needing something better

than the weight of the human foot for motive power, Mr. Baldwin built a small steam engine in 1828 from his own designs, which proved so efficient that he built others, and soon made a reputation as a builder of stationary motive power.

In 1830, the Stevens family of Hoboken brought from England a small locomotive for The Camden & Amboy Railroad. Mr. Baldwin made drawings of all the parts of this machine before it was assembled, and then built a small model locomotive of his own and a better one in design than its predecessors. Made for his own amusement, this little engine, which drew two cars, each holding two persons, was set running on a circular track at Peale's Museum, April 25, 1831, and drew throngs of curious visitors, among them some gentlemen interested in The Philadelphia & Germantown Railroad, six miles long. The latter gave Mr. Baldwin an order for his first locomotive. Many of the tools required to build this engine had to be created by the young mechanic, but he finally finished a smart little affair, which he named "Old Ironsides" and set in operation on the track, Nov. 23, 1832. It cost \$3,500, weighed five tons, drew thirty tons on a level grade at the rate of thirty miles an hour, and, in spite of its cast iron hubs, wooden spokes and wrought iron tires, was a positive success and remained in service for over twenty years. From that time forward, Mr. Baldwin made railroad engines a specialty. In 1834, he built a locomotive for The South Carolina Railroad, and another, weighing a little over eight tons and able to haul seventeen loaded cars, for The Pennsylvania State Line Railroad. In 1835, he moved to Broad and Hamilton streets, and, under the name of M. W. Baldwin & Co., started on a small scale the great works which yet bear his name, but now cover the squares bounded by Pennsylvania avenue and Spring Garden, Broad and Fifteenth streets. In 1835, fourteen engines were produced, and the next year forty. The panic of 1837 forced him to suspend; but creditors were indulgent and gave him time. He paid every debt within five years. Mr. Baldwin improved the locomotive, year by year, and patented the flexible truck in August, 1842. The works now have a capacity of 1,200 engines per year.

Mr. Baldwin was a member of The Franklin Institute, The American Philosophical, The Horticultural and The Musical Fund societies and a director of The Academy of Fine Arts. In 1853, he was elected to the Legislature. He was conspicuous for his benefactions to churches and charities and as a devoted Christian deeply interested in church missions. He left an honored name and a fortune to his wife, Sarah C., and his daughters, Anna B., wife of John Clayton; Mary Louise and Cecilia.

ORVILLE DWIGHT BALDWIN, San Francisco, Cal., real estate proprietor, was born in Rensselaerville, N. Y., Aug. 8, 1843, and grew to young manhood at Amsterdam, N. Y. He gained a moderate education in the public school, and earned his first money as a newsboy, errand boy and broom corn cutter. When Signor Blitz, the magician, visited Amsterdam with his show, he employed the capable lad to bill the town and then took him on the stage and taught him legerdemain. With the aid of a friend who advanced the money, Mr. Baldwin finally made a tour of the country as "Master Orville Dwight, the Marvel of the Age." The first trip proved a failure, but several subsequent ones were successful and he managed to save a little money. This was soon expended, however, and he migrated to California in 1860, arriving almost penniless. Then followed a long train of hardships. His first employment was as a waiter in a restaurant. Losing his health, he worked his passage to the Sandwich

Islands and back to recuperate, then found various employments, and became partner in a fruit store, afterward buying a bakery and restaurant. Both these latter ventures were made profitable by untiring hard labor. In 1886, he engaged in local real estate operations, and has since gained a fortune. Mr. Baldwin is now vice president of The American Bank & Trust Co.

JULIUS BALKE, manufacturer of billiard tables, born March 30, 1830, in Gehrden, Westphalen, came from an agricultural family, being the son of Carl Balke, owner of stock farms, and Caroline Koenig, his wife. After study at the Gymnasium in Herford and the Polytechnikum in Hanover, the youth entered unwittingly upon the career which was to make him well known, by becoming apprentice in a furniture factory. The whole family emigrated to America in 1851, settling in Cincinnati, and in 1853, Mr. Balke had made enough progress to become a partner in a small billiard table factory. The game of billiards was then attracting attention in America, and the tables made by this firm were so excellent that the firm acquired a considerable trade. In 1861, Mr. Balke bought out Mr. Holzhalb and continued the business under his own name of Julius Balke until 1873, when he consolidated with the J. M. Brunswick concern, and went on under the name of Brunswick, Balke & Co. In 1879, the New York billiard manufacturer, W. H. Collender, joined the corporation, and business has been conducted since then by The Brunswick-Balke-Collender Co., capital \$1,500,000. Mr. Balke acted as vice president until his death, which occurred June 6, 1893. He was a good mechanic, a good business man, and popular in Cincinnati. He belonged to the Queen City and German clubs and the Turnverein. Married to Charlotte Harkemper in Cincinnati in 1856, he was the father of Julius Balke, jr., Mrs. J. G. Schmidlapp, Mrs. Dr. Roehler, R. F. Balke, Mrs. Rud. A. Koehler and Walter Balke.

GEORGE BALL, banker, Galveston, Tex., born in Gansevoort, Saratoga county, N. Y., May 9, 1817, died in Galveston, March 13, 1884. At twelve years of age, George Ball went to live with an uncle in Albany, N. Y., George Hoyt by name, and from him learned the trade of silversmith and jeweler and gained a training in business affairs. On reaching his majority, the young man sought for a place in which to locate, and after travelling extensively in the West and South settled in Shreveport, La. At this period, Texas was beginning to claim public attention, and reports from that region induced Mr. Ball to try what fortune might have in store for him in the infant republic across the Louisiana line. Returning to New York city and forming a partnership with his brother Albert, Mr. Ball embarked for Galveston with a stock of merchandise and with lumber to build a store, arriving in the Fall of 1839 during an epidemic of yellow fever. A lot was leased on Tremont street, a store erected and business began. Albert Ball joined in 1840. The two men prospered with the rising tide of trade and soon moved to the Strand and 22d street, but, a few years later, separated, Albert to carry on a clothing business, George to continue in dry goods.

In 1854, Mr. Ball sold his mercantile interests and, with John H. Hutchings and John Sealy formed the firm of Ball, Hutchings & Co. to engage in a banking and commission business. In this new relation, the senior member showed himself a man of sound ability and the firm eventually became the most influential in the State. In 1861, the Federal navy blockaded Galveston and the firm removed to Houston and for four years transacted a large business with Europe, through Mexico, for the Confederate

government. Arms and merchandise were imported and cotton and other products exported in large quantities. Several blockade runners were employed by the firm, and it is said that these ships ran the gauntlet of the blockading fleet with almost the regularity of mail steamers.

In 1865, the bank was re-established in Galveston and soon became the most famous and substantial in the State and the largest in the Southwest. The panic of 1873 was met with entire success. Every enterprise calculated to develop the commerce and resources of Galveston as a shipping point found a staunch friend and supporter in Mr. Ball. He took the first \$10,000 of stock in The Mallory Steamship Co., was a large owner in The Galveston Wharf Co., and contributed to scores of private undertakings. Quiet in tastes, averse to public office, and deeply devoted to his family, Mr. Ball was remarkable for kindness of heart and a disposition to be helpful to others. His wealth was so used as to accomplish the most good. Among other acts of generosity, he gave \$50,000 for a school building in Galveston in 1883 and later \$20,000 more. The building had been barely finished when his life drew to a close. April 19, 1843, Mr. Ball married Miss Sarah Catherine Perry, a native of Newport, R. I., and daughter of Capt. James Perry, who settled in Galveston in 1839. Of this union, six children were born, two of whom survive, Mrs. Nellie League of Galveston and Frank Merriman Ball. Mr. Ball's death was regarded as a public calamity, and banks, many stores and the Cotton Exchange closed their doors at noon on the day of his funeral.

PETER BALLANTINE, brewer, Newark, N. J., lived until Jan. 23, 1883, and died at the age of ninety-one. Born in Ayrshire, Scotland, poverty drove him to America in 1820. An ale brewery in Albany, N. Y., gave him his first employment, and when about 1840 he had saved by slow degrees a little money, he moved to Newark, N. J., and in conjunction with a partner named Patterson, leased and operated an old brewery on High street, meeting with much success. In 1850, Mr. Ballantine bought a site on the Passaic River, and erected a new ale brewery with modern appliances, and when, about 1857, his three sons, Peter H., John H., and Robert F. Ballantine, came into the business, he organized the firm of P. Ballantine & Sons. The Ballantines took great pride in this brewery, which was a family affair, and developed it to large proportions. The head of the family finally came to be recognized as the wealthiest man in Newark, the valuation of his personal property being nearly \$5,000,000. He was prominent in other lines of business and financial institutions. Mr. Ballantine was a religious man, a Protestant, and gave liberally to religious and charitable objects. Peter H. Ballantine died in 1882 and John H. Ballantine, April 27, 1895.

HUBERT HOWE BANCROFT, author of "The Native Races of the Pacific Coast," and of "The History of the Pacific States," is better known in historical than in financial circles, but has made an enviable reputation in both.

His father was a resident of Granville, Mass.; his mother a descendant of the Vermont family of Howe. Each was a member of a Puritan colony which settled in central Ohio in early days, in a village named Granville in honor of the Berkshire county home. Their son Hubert was born in Ohio, May 5, 1832. The enormous capacity for work, which the future author displayed in after years, was gained in part by inheritance from sturdy parents and in part by a wholesome training in boyhood in the open air life of his father's farm. The youth attended the village schools in Winter until he was sixteen. He then entered upon the vocation, which through his genius and



H H Bancroft

industry, was destined to lead him on to a permanent place in the history of his country. He was offered a place in the bookstore of his brother-in-law, George H. Derby, a publisher in Buffalo, N. Y. Accepting the opportunity, he entered the store, remained there four years, and applied himself diligently to the mastery of the requirements of the publication and sale of books. In 1852, when the rush of population to California had created a great and virgin market there for every variety of merchandise, Mr. Bancroft was sent to San Francisco to found a branch of the Buffalo house; and this was the beginning of his forty-two years of honorable and successful enterprise, in which there was neither flaw nor failure.

The death of Mr. Derby, soon after the founding of the San Francisco house, threw Mr. Bancroft upon his own resources. Although not yet twenty-five years of age, he resolved to continue the business on his own account. He met with competition, but he persevered and in time built up the largest publishing and bookselling business on the Pacific coast.

The manner in which he was led into authorship is told by him in fascinating language in his "Literary Industries." In brief, having acquired a taste for publishing from his employer, Mr. Derby, he was led in San Francisco to issue a number of local manuals. While collecting material for a reference almanac, which should contain data of value concerning the Pacific coast, he gradually acquired several hundred books relating to the history of California. Surprised and captivated by the entertaining nature of the fragments of history these books revealed, he read them with great attention; and then there came to his mind an idea, which finally took possession of him and led him to devote his life to its realization. He planned the preparation of a complete bibliography of the Pacific coast, a scheme of no small magnitude, but one which he felt he was able to accomplish. As a preliminary, he devoted himself for several years to the collection of every map, book and manuscript bearing on the Pacific coast. He visited Europe twice in pursuit of his purpose. His agents ransacked America, Mexico, the old Spanish mission houses on the California coast, and the royal archives of Spain, Portugal and France, and every other possible source of information was diligently explored. Documents of priceless value were dug up from the débris of mission churches and rescued from the old adobe houses. Stenographers were sent to gather the recollections of the early settlers. And, finally, as the product of unceasing labor and of a large expenditure of money, there grew into existence that remarkable collection of 60,000 volumes, known as The Bancroft Library of San Francisco, representing a money value of \$350,000, a mass of material which is absolutely unique in literary history. Such a result was never before attained by any other individual or by any society or nation. Unaided, Mr. Bancroft has saved from oblivion a vast mass of human experience, whose value cannot be measured by money, giving to this country fuller early historical data than is possessed by any other nation, and securing to the holder of this collection, with easily obtainable Eastern books added, a library of American history, such as never can be equalled by any other.

Mr. Bancroft erected a library building for the safe and convenient storage of his collection, placed his subordinates in charge of his business, and then, in 1869, began the labor of creating a subject index of the contents of his library. A large force of competent men was employed in this task, and \$80,000 were spent before it was completed. Having first personally visited every region he was about to describe, Mr.

Bancroft began the preparation of his "Native Races of the Pacific Coast." The work was published in five volumes in 1875. Written with complete mastery of the subjects treated and a fine enthusiasm, fresh, vivid, and lucid in style, these volumes established his reputation as an author.

Without delay, Mr. Bancroft then began his "History of the Pacific Coast." With a force of assistants to gather facts, verify dates, and compare authorities, much routine labor was saved; and the author himself, inspired by the greatness of his own conception, sustained by the magnificent health he had gained in early boyhood, and freed from sordid cares by the income from his property, was able to devote his abilities exclusively to the production of his work. For years he wrote, almost without cessation, from eight to ten hours a day. He produced a new volume every few months, and the result was thirty-two volumes of surpassing interest and intrinsic value, which have now taken their place in the permanent and standard history of the world.

The author has since added a volume of essays and one of his memoirs to his works, and has also written another work, entitled, "The Book of the Fair." The latter is acknowledged as the best and only complete presentation, in print and picture, of the World's Columbian Exposition of 1893. It is pronounced by critics a work of art.

Let the young man who thinks the world is overcrowded and that great opportunities are gone, meditate a moment on the success which has been achieved by the farm boy from Ohio in honorable, creative and useful labor, on the slope of the Pacific coast.

EDWARD BANGS, lawyer, Boston, Mass., was born in that city July 16, 1825, of old American stock, being a descendant of Edward Bangs, who landed at Plymouth from the ship *Ann* in 1623. After graduation at Harvard College in 1846, Mr. Bangs read law and was admitted to the bar, Oct. 7, 1850. Forming a partnership with Samuel Wells, son of ex-Governor Wells, of Maine, he devoted his life to practice of the legal profession. His talents and the favor of friends drew to his office a large number of important cases, in which he was notably successful, and for the management of which he charged very heavy fees, which were cheerfully paid in view of the services rendered. Mr. Bangs made investments in real estate, which so increased in value as to make him the possessor of a large property. He died Feb. 16, 1894.

JOSEPH BANIGAN, manufacturer, Providence, R. I., born in County Monaghan, Ireland, June 7, 1839, spent two years with his father's family in Scotland, after he was six years old, and two years later migrated to Providence, in which city he has lived practically ever since. When old enough to work, he earned modest wages for a year in the factory of The New England Screw Co., and then spent three years as apprentice in the jeweler's trade. Becoming a journeyman, he followed the jewelry trade until a better opportunity presented itself. The first connection with the rubber trade dates from 1860, when Mr. Banigan began making rubber bottle-stoppers as superintendent of a factory in Boston. Discerning his opportunity, he organized The Woonsocket Rubber Co., in 1866, and has ever since been its president and general manager, making his home in Providence. The concern now has a capital of \$2,000,000. Upon the organization of The United States Rubber Co., the presidency was tendered to Mr. Banigan, as one of the largest manufacturers of rubber goods in the country, and he accepted it, retiring, however, in 1896. He has since promoted the creation of other rubber companies. Mr. Banigan is president of The Providence Telegram Publishing Co. and The American Wringer Co., the latter organized in 1891,

by a union of The Metropolitan Wringer Co., of Middletown, Conn., The Bailey Wringer Machine Co., of Woonsocket, The F. F. Adams Co., of Erie, Pa., and The Empire Wringer Co., of Auburn, N. Y. Mr. Banigan is a quiet man, sturdy in frame, and smooth shaven, and owes his success to hard work, a clear head and sound good sense. He is a member of The Home and The Rhode Island Historical Societies. In 1886, Pope Leo XIII. made him a knight of the order of St. Gregory the Great, in return for generous benefactions to Roman Catholic charities. He was united in marriage in 1860 to Margaret, daughter of John F. Holt, and their children are Mary A., John J., Alice and William B. Banigan. After the death of Mrs. Banigan, he married Maria T. Conway in New York city, Nov. 4, 1873. Business and social ties make him a frequent visitor to the metropolis.

OHIO C. BARBER, president of The Diamond Match Co. of Chicago, was born in Middlebury (now a part of the city of Akron, O.), April 20, 1841. He is a descendant, on the paternal side of the house, of an English family, which came to this country early in the seventeenth century. His father, George Barber, was a native of Connecticut, and his mother, Eliza (Smith) Barber, a native of Ohio. George Barber was born in 1804, in Hartford, Conn., his parents being Ezriah and Ann Barber, who removed from Connecticut to Onondaga county, N. Y., when the boy was four years old. In Onondaga country, George Barber grew to manhood, acquiring an education in the old fashioned country school, and was apprenticed for three years to the coopering trade. At the expiration of his service, he decided to make a visit to the West, with a view of settling there. After a few years of travel in Kentucky, Indiana and Ohio, he settled in Middlebury, O., and there engaged in the coopering business until 1847, when he began the manufacture of matches, one of the first in this industry in the West. The beginning was necessarily on a small scale, but it was the foundation of a great manufacturing establishment. The development of the industry from whittling out match splints by hand, when matches were first discovered in 1833, to the processes of manufacturing by the almost perfect machinery of to-day, would itself make an interesting chapter, too long for these pages; but, as the subject of this sketch has had much to do in directing the development of this machinery, which now is revolutionizing the match industry of the world, it seems to be in order to state briefly what is accomplished by it. The wood for the matches, the paraffine in which the match splint is saturated just before the head of the match is put on, the composition for the head of the match, and the boxes which contain the finished product, are automatically fed into the machine, which delivers the matches, without having been touched by human hand, in the small paper or straw board box, at the rate of 500,000 per hour. The present development of this machine saves seventy-five per cent. of labor over any other known process in the art.

Ohio C. Barber, the only surviving son of George Barber, was educated at the common school, and at the age of sixteen years, he actively engaged in selling the matches manufactured by his father, travelling in Ohio, Indiana, Michigan and Pennsylvania, where his efforts had no little part in establishing the reputation of the Barber match. When he became of age, the entire management of the business was left to his dictation. In 1880, The Barber Match Co., of which he was at the head, was making over one-fourth of the matches manufactured in the United States. About this time, Mr. Barber saw the advantages of consolidating a number of the leading



O. C. Parker

manufactories, and through his business sagacity, with the help of others whom he convinced that the scheme was a good business venture, which would result profitably to those who would engage in it, an organization was effected under the laws of Connecticut, Jan. 1, 1881, with a capital of \$2,250,000, and there were carried over into the new company over thirty different match companies and firms. This resulted in a great reduction in the cost of manufacturing and a corresponding reduction of cost to the consumer, and the consumption of the article since 1881 has increased in the United States in consequence about 400 per cent., and instead of thirty factories being required for their manufacture, ninety per cent. of the matches in this country is now manufactured in five factories.

The Diamond Match Co. has \$11,000,000 invested in the business and in manufacturing lumber, phosphorus, straw board, paper and match machinery. This machinery is now being introduced throughout the world. The Diamond Match Co. is now building a plant at Liverpool, Eng., which, when equipped, will have a capacity for producing over 200,000,000 matches per day. It is through the industry and energy of the subject of this sketch, and the large number of able associates, that these results have been accomplished. Mr. Barber is not an advocate of a man dividing his energies in many enterprises, and thinks that any man who does so only weakens his ability. He claims that for every new industry a man takes up, an extra additional expense must be paid for learning the business, because the effort is a divided one. These facts he has demonstrated by experience, and he would caution with regard to them the young man who may by chance read his biography.

Mr. Barber was one of the founders and president of The Portage Straw Board Co., organized in 1882, in which year the company built at New Portage, O., the largest straw board mill in the United States. Two years later, it built a mill at Circleville, O., having double the capacity of the Portage mill. The two mills had a capacity of eighty tons of straw board per day, which at that time was one-fourth the amount consumed in the country. This great product placed on the market by the new and improved methods of manufacture adopted by The Portage Straw Board Co., had the effect of reducing the price of the article about 40 per cent. The demonstrated success which Mr. Barber had made in the match combination, and the energy with which The Portage Straw Board Co. was successfully competing for trade, made it comparatively easy for him to induce associates to join him in consolidating twenty-six straw board companies into one. In 1889, The American Straw Board Co. was organized with \$6,000,000 capital, with Mr. Barber as president, in which position he served until 1894.

In 1889, he aided with his capital the organization of The Neracher & Hill Sprinkler Co., a company which manufactured an apparatus for automatically extinguishing fires, the usefulness of which has been so thoroughly demonstrated that no manufacturer or merchant of any considerable note has not profited by it. This company and several others of a like nature were merged into The General Fire Extinguisher Co. of New York, in 1892, with a capital of \$3,000,000, with Frederick Grinnell of Providence, R. I., as president and Mr. Barber as vice president. Mr. Grinnell was the pioneer of this business, which has saved to insurers who have adopted the apparatus, an amount of money which can only be estimated by millions, and has saved to the world, by preventing fires, a corresponding amount. Mr. Barber has been connected

with no industry in which he feels a greater pride, on account of the good it is doing, than The General Fire Extinguisher Co.

In 1891, Mr. Barber and associates founded the town of Barberton, O., which now has a population of over 3,000 people. He has organized there a number of manufactories and has until recently been the president of them all. The growth of the town is somewhat of a marvel in these times. Two of its manufactories are the largest of their kind in the world. The Diamond Match Co.'s largest factory was built there in 1894-95, and is now in full operation. The National Sewer Pipe Co. has in Barberton the largest works of the kind in the world, with a capacity for turning out twenty cars of sewer pipe per day and with a capital of \$1,000,000. Mr. Barber is president of this company, as he is also of The Stirling Boiler Co., capital \$500,000. The product of The Stirling Boiler Co. ranks higher than that of any other boiler company in this country and received the highest mention at the Columbian Exposition in 1893. Among other companies, which have manufacturing plants at Barberton, are The American Straw Board Co. and The Creedmore Cartridge Co., the latter controlled by The Winchester Arms Co. The Diamond Match Co. has also a large machine shop and foundry at Barberton, whose product in time will find a market throughout the world.

Mr. Barber is president of The Ohio Tube Co. of Warren, O., a company for the manufacture of iron pipe, capital \$500,000, and a daily product of one hundred and thirty tons of gas and water and steam pipe per day. He is also president of The Barberton Belt Line Railroad Co., organized for the purpose of connecting the three railroads running through Barberton, namely, The New York, Western & Lake Erie, The Baltimore & Ohio, and The Cleveland, Akron & Columbus, with each other and with all the different manufacturing establishments. It now has nine miles of railroad in operation and handles from one thousand five hundred to two thousand cars of freight per month.

Mr. Barber has always kept in mind the interests of minority stockholders, holding that it was not advisable to maintain high salaried officials, preferring the system whereby the income of the officers depended upon the net earnings of the respective companies through dividends, and says that where that system has not been adopted, by companies he is interested in, there will be found the failures. Mr. Barber, as has been indicated, is an indefatigable worker, and his life has always been one of great activity, backed by a strong physical constitution and a mental poise which is not disturbed by mishaps. He has been enabled to do more work than is often allotted to one man, and his success may be attributed to this, and to his high moral character, his good judgment of men, his personal magnetism, originality of idea, and enthusiasm, and the faculty of imparting the last named quality to any one he takes into his confidence.

Having been identified with many of the commercial enterprises of Akron, O., Mr. Barber, although now a citizen of Chicago, holds a strong allegiance to his native city and State. He is a liberal giver to all deserving charities and has contributed liberally to the erection of three churches in Barberton. He is also the organizer of and the largest contributor to The Akron City Hospital, which through his energies has an endowment of \$40,000. Mr. Barber was married, Oct. 10, 1866, to Miss Laura L., daughter of Daniel and Minerva Brown and a lineal descendant of Cotton Mather.

PHILETUS SWIFT BARBER, merchant, a native of Erie county, N. Y., was born June 21, 1815, and died Dec. 26, 1893, in Bardstown, Ky. Receiving such education as country schools afforded, Mr. Barber removed to the city of Buffalo, then, as now, the commercial center of western New York. There he engaged in the fur trade with the Indians and trappers, and supplemented his labors in that occupation by learning to make hats. In 1835, Mr. Barber removed to the South, locating first in Wheeling, W. Va., but afterward in Louisville, Ky., in each of which places he conducted a hat store prosperously for many years. While Mr. Barber was always successful in his regular business, the wealth he amassed was largely due to one fortunate and timely investment of his early days. When Chicago was in its infancy, Mr. Barber purchased a tract of 640 acres in what is now the heart of the city, paying from \$7 to \$50 an acre. This was his most profitable venture. The land was sold a few years ago in small plots at prices ranging from \$5,000 to \$7,000 an acre. Mr. Barber was also a heavy purchaser of real estate in Kansas City, St. Louis and Louisville. All his real estate operations realized handsome profits. A few years ago, Mr. Barber retired from active business in Louisville and established his home in Bardstown, a thriving village in Nelson county, Ky., about 30 miles south of Louisville. A widow, and a son and daughter survive him.

LUCIUS ALBERT BARBOUR, manufacturer of spool cotton, was born in Madison, Ind., Jan. 26, 1846. His father, Lucius Barbour, is remembered as a prominent dry goods merchant in Madison and afterward in Cincinnati. Graduating in 1864, from the High School in Hartford, Conn., to which city the family had removed while Lucius was an infant, the subject of this brief history entered business life as a clerk in The Charter Oak National Bank in Hartford, where he learned precision, application and fidelity to duty. He retired in 1871, for the sake of foreign travel, and spent two years abroad. In 1882, he became identified with The Willimantic Linen Co., a concern organized in 1854, which was the first to make all sizes of six-cord spool cotton from the raw material, and is now president and treasurer of that great industry. Mr. Barbour takes a commendable pride in the exquisite neatness, beauty and attractive interior of the huge spool cotton mills in Willimantic, which afford, in fact, one of the most conspicuous examples in New England of the good will of employers toward their operatives. The works of this concern now cover eight acres of ground, employ more than 2,000 operatives, and produce about 250,000 spools of thread a day. While marvellous processes and machinery which seems almost endowed with human intelligence may be seen in many of the factories, with which Connecticut is thronged, yet no industry in the State is more interesting than that conducted by Mr. Barbour, and the mills are visited by hundreds of delighted travellers yearly. In a factory in Maine, the company converts 5,000 cords of birch into spools and a million feet of lumber per year into boxes. Mr. Barber has been able to reduce the cost of manufacture to one-half that of thirty years ago, while doubling the wages paid. He is thoroughly American in sentiment and takes a lively interest in public affairs. When of age, he joined the Connecticut militia, wherein he rose to be Major of the 1st Regiment, N. G., in 1875, Lieutenant Colonel in 1876, and Colonel, 1878-84. The Charter Oak National Bank, The Farmington River Power Co., and The American Asylum for the Deaf and Dumb, all receive a share of his attention, and have elected him a director, and he is a partner in H. C. Judd & Root, wool commission merchants.

Mr. Barbour sat in the Legislature in 1879, and served as Adjutant General on Governor Bulkeley's staff in 1889. Mrs. Barbour, whom he married in 1877, is Harriet Elizabeth, daughter of Alfred S. Barnes, the book publisher of New York, and their children are Lucius Barnes and Hattie Burr Barbour.

ROBERT BARBOUR, manufacturer, Paterson, N. J., belonged to a family famous as flax spinners, and took his first lessons in the same trade in the industry founded by his grandfather, John Barbour, in Tisburn, Ireland, more than a century ago. It was at Belfast, Ireland, that Robert Barbour was born in 1828. When thoroughly trained as a spinner, he was sent to America, and, with his brother Thomas, established the industry in Paterson, N. J., under the name of The Barbour Flax Spinning Co., Robert being president of the company. American tariff laws made it more profitable to manufacture in this country, than to manufacture in Ireland and sell the goods here. The thread was excellent in quality and found a ready sale. Having opened an office in New York city for the sale of thread, the young manufacturers rapidly created an extended trade. Mr. Barbour was a man of strong character, stern common sense, and fine abilities, and his company became the most prominent makers of linen thread in the United States, owning enormous factories. At different periods, profits were exceptionally high, especially during the Civil War, and by careful investment of surplus earnings, Mr. Barbour gained a fortune of nearly \$10,000,000. While employing a part of this large sum in the purchase of securities, Mr. Barbour remained steadfast in his devotion to the Barbour industry, and held few official positions in corporations. To him and his wife, Sarah Rebecca, daughter of Major John Edwards of Paterson, were born a son and four daughters. Mr. Barbour died in Paterson, Nov. 25, 1892.

GEORGE BARNES, manufacturer, Syracuse, N. Y., was born in Tenterden, Kent county, England, Oct. 1, 1827, and died in New York city, Oct. 17, 1892. While his ancestors belonged to the solid middle class of England, Mr. Barnes began life with few advantages and no means. He was a student at school until fourteen years of age, and then came to America, settling in Syracuse. There he sought employment in various pursuits, and supported himself by labor as a mason, clerk in a law office, clerk in the office of the old time railroad between Utica and Syracuse, and later in banking. Prior to 1870, Mr. Barnes founded a small company for the manufacture of mower and reaper knives, for which there was a lively demand, and about 1878, consolidated the concern with other similar works as The Whitman & Barnes Manufacturing Co. Mr. Barnes was president and the largest shareholder of the company. He possessed business ability of a high order, and gradually developed the company into the largest of its kind in the world, with branches in Canada and many of the principal cities of the United States. He was devoted to the machine works, but found time to interest himself also in The State Bank of Syracuse and The Trust & Deposit Co., of Onondaga, in which he was a stockholder. Mr. Barnes married Rebecca S. Heermans, now deceased, and his only surviving child, Elizabeth Barnes, is the wife of the Hon. Frank Hiscock, of Syracuse, lawyer and for many years United States Senator from New York State.

PHINEAS T. BARNUM, Bridgeport, Conn., the most celebrated of American showmen, amassed and lost several fortunes, and died April 7, 1891, worth more than four millions. Born in Bethel, Conn., July 5, 1810, the son of a country merchant and innkeeper, it fell to the lot of Phineas to make his own way in the world from the

start. How well he made it is a household word in America. His limited education proved no drawback to him in life, because of his native shrewdness, ingenuity, courage and common sense. Until eighteen he toiled at various callings in various places, including New York city and Brooklyn, and then opened a store in Bethel, and made some small gains at one time while agent of a State lottery, chartered to raise funds for building the Groton monument to the patriots of the American Revolution. He spent his money on a larger store and lost it all by bad debts. Having married, in 1829, he then became the editor of *The Herald of Freedom*, in which paper his freedom of comment was so marked that he incurred the ire of Judge Daggett and was immured for sixty days in prison for libel. Public opinion favored Mr. Barnum in the matter, and his release was celebrated by a public gala demonstration and oration. Mr. Barnum came to New York in 1834.

In early days in America, a local museum of curiosities, containing implements of savage warfare, beasts and birds, stuffed or alive, ocean shells and other rare objects, was a part of the necessary resources for entertainment of every community of respectable size. In Philadelphia, there was then being exhibited an old colored woman, named Joice Heth, said to be 161 years old, and to have been the nurse of George Washington. Joice Heth having been bought for \$1,000, and advertised widely, soon brought Mr. Barnum an income of \$1,500 a week. Within a year, Joice Heth died and a post mortem examination disclosed the fact that the dame could not have been more than ninety years of age. Having acquired a liking for shows, Mr. Barnum then travelled for several years in the South with small exhibitions.

In 1841, with borrowed money, he bought Scudder's American Museum in New York, at the corner of Ann street and Broadway, to which he gave the name of Barnum's. Here he became an exhibitor of astounding curiosities. He delighted in innocent humbugs. The original war club which killed Captain Cook, was the merest trifle in his collection. As Mr. Barnum used to say, no museum in any part of the country could afford to be without it. His famous so-called mermaid and a fine menagerie were special attractions in his collection. In 1842, Mr. Barnum discovered Charles S. Stratton of Bridgeport, a dwarf less than two feet high, weighing sixteen pounds. As the exhibitor of "Gen. Tom Thumb," the name he gave to Mr. Stratton, Mr. Barnum made a large amount of money.

In 1849, Mr. Barnum brought to America, after protracted negotiations, the famous singer, Jennie Lind, under a contract to pay her \$1,000 a night for 150 nights. In all, 95 concerts were actually given, and his total receipts were \$712,161.

Bridgeport became the permanent home of Mr. Barnum in 1846. In 1855, he retired with a fortune and devoted two years to real estate improvements in East Bridgeport, laying out many miles of streets, planting thousands of trees, and actively promoting the establishment of manufactures. But in 1857, having endorsed the notes of a manufacturing company for nearly a million dollars, he lost his money and was compelled to resume business a poor man. Once more, Tom Thumb served to restore him to prosperity. He travelled to every part of the United States with this diminutive specimen of humanity and took him also to Europe, where his protégé and he were received at court by many royal personages. Returning to his old Museum in New York, with fresh wonders, he saw it destroyed by fire July 13, 1865, and after rebuilding again saw the Museum burned.

A thousand stories are told in illustration of the shrewdness of this versatile man. One will suffice here. James Gordon Bennett, senior, founder of *The New York Herald*, greatly desired the corner upon which the American Museum stood as a home for his newspaper. The property had been leased to Mr. Barnum for a term of years, and the lease had eight years more to run. Mr. Bennett bought the equity from Mr. Barnum for several hundred thousand dollars. With the money thus obtained, the showman then bought the property itself, and Mr. Bennett was obliged to pay him another large sum to obtain a deed of the ground.

In 1871, Mr. Barnum organized the travelling circus, yet known as "P. T. Barnum's Greatest Show on Earth," and travelled with it yearly to various parts of the United States, usually exhibiting in the Winter time in New York city. During the inactive part of each season, his menagerie and outfit were stored in large buildings in the suburbs of Bridgeport. A few years before he died, Mr. Barnum took James A. Bailey, a competitor, into partnership in the circus, and Mr. Bailey is now the senior proprietor. Mr. Barnum experienced many ups and downs of fortune, but at the end left a fortune of \$4,280,000. He was a man of generous nature, and gave to Bridgeport a park and to Tufts College a stone museum. He wrote three entertaining books, his biography, "Humbugs of the World" and "Lion Jack," a romance. Four times a member of the Connecticut Legislature, he was also once Mayor of Bridgeport.

WILLIAM H. BARNUM, manufacturer, a man of great energy of character, began life with nothing and lived to amass a large fortune. Born Sept. 17, 1818, in Columbia county, N. Y., he died at his home in Lime Rock, Conn., April 30, 1889. His father, a prosperous farmer, having discovered there was more beneath the surface of the earth on his farm than he was likely to gather from the top of it, became a maker of iron from a local deposit of excellent ore, establishing an iron foundry at Lime Rock for the purpose. When the son had finished his studies at the public school, he entered the iron works at the age of eighteen, and passed his life in the manufacture of pig iron and car wheels, succeeding to his father's interests and developing the business to large proportions. His firm of Barnum, Richardson & Co. built large works in Lime Rock and East Canaan, Conn., and finally added a car wheel shop in Chicago. Mr. Barnum also had large interests in mining properties in the Lake Superior region. Although business interests should have made him a Republican in politics, he was independent in character and a strong Democrat and became prominent in Connecticut affairs. In 1851-52, he sat in the State Legislature and from 1868 attended every national convention of his party as a delegate, serving also on the national executive committee of his party from 1872 and being its chairman for several years. He was a member of Congress, 1867-76, and Connecticut then made him United States Senator.

WILLIAM BARR, merchant, St. Louis, Mo., was born in the town of Lanark, Scotland, Oct. 7, 1827, and after an education at the leading local schools came to America in 1840. In the Spring of 1842, he engaged in business in New York city with the dry goods firm of Ubsdell & Peirson, then at the northeast corner of Canal and Mercer streets. Starting as a boy at a salary of \$2 a week, he reached in their employment the highest salary paid in those days to any salesman, \$1,000 a year. The firm were at the time interested in a dry goods business in St. Louis, established in 1849 as H. D. Cunningham & Co. Becoming sole owners in 1854, they sent Mr. Barr there as a partner, the firm becoming Ubsdell, Peirson & Co. They were succeeded by

Ubsdell, Barr, Duncan & Co., Barr, Duncan & Co., and William Barr & Co., and this business grew so large eventually that it was incorporated as The William Barr Dry Goods Co., with Mr. Barr as its president. Mr. Barr has always carried on an immense business, one of the largest west of the Mississippi, and solely by his own merit, devotion to business, and executive ability, has risen to prominence and wealth. He was married in August, 1855, to Miss Jessie R. Wright of New York, and besides his home in St. Louis, he maintains a residence in Orange, N. J.

HENRY FRANCIS BARROWS, manufacturer, son of Alfred Barrows, belongs to an old family, four generations of which have been born and raised in Attleborough, Mass., although the pioneer ancestor, believed to have been of French origin, first made his home in Maine. Aaron Barrows, his grandfather, served at the battle of Lexington and as an officer in the campaign in Rhode Island during the American Revolution. A graduate of the local High School, Henry F. Barrows learned the trade of a jeweler and in 1853 started a jewelry factory on his own account in North Attleborough. For a time, Louis A. Barrows, a brother, and James H. Sturdy, were his partners in H. F. Barrows & Co., but during the most of his career Mr. Barrows has been sole proprietor of the business. He is now the leading operator in a town famous as a center of the jewelry manufacture, and the promoter of most of the public enterprises of the locality. He introduced telephones there, and is the builder and president of The Attleborough Branch Railroad, manager of The North Attleborough Gas Co., president of The North Attleborough National Bank, and director of The Providence Telephone Co., The First National Bank of Pawtucket, The Jacksonville, Fla., Gas Co., and other corporations. His wife is Henrietta Thompson Richards. They were married in 1855 and have five children, Henry F., Ira, Fanny, Louise and Harriet. The two sons now carry on the industry.

HENRY A BARRY, manufacturer, Passaic, N. J., was a native of Boston, Mass. His first venture in business was in Somerville, Mass., where he carried on for several years the business of dyer and finisher of print cloths. Having removed to Passaic, Peter Reid and he conducted a similar business there, under the style of Reid & Barry, and developed their print works into one of the principal industries of that city of 13,000 inhabitants. Mr. Barry sold his interest in the firm in 1887 to a brother in order to devote himself to his other ventures. The same year, he organized The Hamilton Loan & Trust Co. of New York city, and was chosen its first president, the company dealing principally in Western farm mortgages. He was also a trustee of The Mutual Fire Insurance Co. of New York and a director in The Passaic Bank. By energy, application and excellent business talent, and by some fortunate operations in stocks, Mr. Barry gained an ample fortune. He had just completed one of the finest dwellings in Passaic, costing \$60,000 when he died, April 15, 1888, leaving a large estate to his wife and his children, Henry R., Edwin W., and Florence D. He was always a liberal giver to public objects.

PATRICK BARRY, nurseryman, Rochester, N. Y., son of an Irish farmer, born near Belfast, in 1816, died at his home in Rochester, June 23, 1890. For some time employed as a teacher in Ireland, he came to America in 1836, and, as a clerk for Prince & Co., nurserymen at Flushing, L. I., learned the vocation to which he gave the remainder of his life. In 1840, he removed to Rochester, N. Y., and, with George Ellwanger, established the Mount Hope nurseries, the pioneer establishment of the

kind in a city which now boasts the possession of many other large and important nurseries. Among other branches of their enterprise, the firm took the lead in importing from France dwarf varieties of pears grafted on quince roots. They extended their business in every direction, until the nurseries were the largest in the country, the property comprising 650 acres. Various wild species of shade trees were introduced into cultivation by them; hardy exotics were acclimatized and improved, and new varieties of fruits and flowering plants were developed. Mr. Barry edited *The Genesee Farmer*, 1844-52, and was editor of *The Horticulturist*, 1852-54. He wrote extensively on subjects connected with pomology and flowers, and in 1851 produced a "Treatise on the Fruit Garden." His most important book is the complete and valuable "Catalogue of the American Pomological Society," which has long been a standard work. For several years, Mr. Barry served as vice president of The American Fruit Culturists' Society, and for over twenty years as president of The Western New York Horticultural Society, and was a member of the Board of Control of the New York State Agricultural Experiment Station. The only political offices he ever held were member of the City Council of Rochester and Supervisor of Monroe county, but he was president of The Rochester City & Brighton Railroad Co., The Flower City National Bank, The Mechanics' Savings Bank, The Rochester Gas Co., and The Powers Hotel Co. William C. Barry, his son, succeeded his father in the Mount Hope nurseries.

AMOS CHAFEE BARSTOW, manufacturer and philanthropist, a man of vigorous nature and incisive mind, spanned with his long and useful labors the whole period of the evolution of the quaint little leisurely seaport town of Providence, R. I., into a driving commercial and manufacturing emporium of 150,000 population, and he was himself influential in bringing about the change. Few men pass across the stage of affairs whose fortunes are so honorably won as was his, or who make such a noble use of their time and means for the welfare of their countrymen. Born in Providence, April 30, 1813, he died at his home there, Sept. 5, 1894. The son of Nathaniel and Sophia Chafee Barstow, he was descended from the race of men who planted in a savage wilderness a new republic and engrafted in its fundamental laws freedom to worship God, each man in his own way. William Barstow, his great, great, great grandfather, of English origin, settled in Dedham, Mass., in 1636, and was the first man to create a home in what is now the town of Hanover, Mass. With a grammar school education finished by study for three terms in the private school of Luther Aylsworth, young Mr. Barstow began life modestly at the age of seventeen, as a clerk to James Eames, merchant of stoves and tinware on Westminster street, Providence, near the Arcade. A good and diligent boy, keen, quick and willing, he made handsome progress from the start, married his employer's daughter in 1834, and in the Fall of 1836, emboldened by experience and some small savings, started a small foundry at Norton, Mass., for the manufacture of stoves, furnaces and ranges. The business was well managed, and a few years later, Mr. Barstow bought a lot on Point street in Providence and transferred the business to that place. Upon that site, he developed by slow degrees a large and flourishing industry, whose products found a ready and profitable sale in half the States of the Union, and whose disbursements for labor in Providence greatly stimulated the growth of the city. As soon as his son, Amos C., jr., had acquired sufficient experience and shown himself well qualified for a share in the management, he acquired an interest in the business and was assigned to the oversight of the different



A. C. Parstow

branches. In 1859, the property had been incorporated as The Barstow Stove Co., with the senior Barstow as president.

During the early days, while organizing and expanding the business, Mr. Barstow was fully occupied with the affairs of the foundry, and many men less active and eager in spirit would have been contented to go on, always, in its tranquil management, and find their greatest happiness therein. But Mr. Barstow was no ordinary man. His mind was too broad and his interest in public affairs too keen, to permit him to be entirely absorbed in the foundry; and when his son assumed a part of the burdens of management, he threw himself into a great variety of other enterprises. How many points of contact he had with business affairs is denoted by the fact that he was at different times president of The Slater Mill & Power Co., and The Providence Warehouse Co.; from 1846 until his death president of The City National Bank; a shareholder in The Builders' Iron Foundry and The New-England Butt Co.; director of The Gorman Manufacturing Co. and of several banks. He aided in organizing The Mechanics' Savings Bank and had been its president for many years at the time of his death. He was also president of The Providence Gas Co.; chairman of the famous meeting of the creditors of A. & W. Sprague, and at the time of his death had been for eight months a member of a committee which was undertaking the reorganization of a large western Mortgage & Trust Co. Mr. Barstow always entertained a high opinion of Providence business real estate as an investment, and in 1860, built the Roger Williams Hall for concerts and public entertainments, the principal place of amusement in the city until, ten years later, he built Music Hall, which then took the precedence. In the early summer of 1892, he bought a new business building in process of erection at the corner of Weybosset and Page streets, and had visited the building only the day before he was attacked with fatal illness.

In politics, always a Republican, he looked upon public office only as an agency for carrying out reforms and measures for the public good. For the prestige of official station, he cared nothing, being singularly free from vanity. The use of stimulants he abhorred. In 1847, he became a candidate for Mayor of Providence upon the nomination of the temperance party, simply to promote a cause he always cherished. Although defeated, he adhered inflexibly to his temperance principles. For several years, although not continuously, beginning in 1851, he sat in the General Assembly of the State, and became chairman of the committee, charged with consideration of the question of temperance. Mr. Barstow favored the Maine law strongly and the enactment of that law, at the May session of 1852, was largely due to his personal and untiring labors toward that end. Mr. Barstow not only knew clearly which side he was on, in all public affairs, but he was gifted with the ability to set forth his views, persuasively and clearly, and when thoroughly aroused showed himself an orator. Jan. 27, 1852, he made a vigorous speech in the lower house on that subject, committing himself without compromise to temperance, and not only made a notable contribution to the arguments for bringing the force of the law to the aid of sobriety, but impressed the public mind with the excellence of his cause. That speech and his other labors made him Mayor of Providence in 1852, and his inaugural address on June 7th was published at the request of the City Council. As Mayor, he delivered a memorial address on Daniel Webster in Market Hall, Nov. 4, 1852, which rose to the dignity of the occasion, and was warmly commended. The House elected him Speaker in 1870.

In order to promote propositions of importance to the city, Mr. Barstow also served several times in the Common Council, and as a member in February, 1855, made a report, recommending the present site of the City Hall, and became chairman of the committee which bought the lots for the city. Plans for the new structure were submitted June 17, 1855, by a committee of which he was also a member. The Crawford Street bridge of Providence was built under his supervision as one of the commissioners, and later on he was one of the commissioners for building the Providence Washington bridge.

To slavery, the twin evil of intemperance, Mr. Barstow was unalterably opposed, like so many other prominent men of his day. Dec. 2, 1859, he presided at a public meeting of anti-slavery men and spoke strongly in commendation of the character of John Brown, who was executed that day. To the convention of loyal Southern men, which met in Philadelphia, Sept. 12, 1866, Rhode Island sent him as one of its delegates and the report of the convention was drawn up by him. Mr. Barstow's pen was employed at times upon themes less severely formal than public affairs, and during his only trip to the old world, in 1873, he wrote a series of entertaining "Letters from Europe," for *The Providence Journal*, which were afterward reprinted in a bound volume. At another date, *The Journal* printed a number of equally agreeable "Letters from California" from his pen, which also were reprinted in 1870. Nine more letters from California and Oregon appeared in 1875. Mr. Barstow also made an occasional excursion into verse, and he wrote numerous articles for the press on temperance, the South, the Indian races, Congregationalism and kindred topics. The alert and energetic business man exerts a wide influence in affairs always, through no other agency than personal counsel and advice, but when he is armed with a pen, the radius of his influence is enormously increased.

In church and philanthropic work, Mr. Barstow took an active and earnest part. President Grant induced him in 1875 to accept appointment to the Board of Indian Commissioners, and his colleagues in the Board made him chairman in 1878 and for several years thereafter. Time and means were expended liberally by him for the improvement of the condition of the surviving red men, and several long and fatiguing journeys to remote parts of the country were made in their interest. No one line of work ever succeeded in engrossing his whole attention, however, and Mr. Barstow served at different times, as trustee of The Rhode Island Hospital Trust Co. and The Dexter Donation Fund, first president of The Providence Y. M. C. A., president of The Providence Association of Mechanics & Manufacturers, The Butler Hospital, The Rhode Island State Temperance Union, and various temperance societies in the city, and as a member of the American Board of Foreign Missions. He was certainly one of the most valuable men in the Congregational Church in Rhode Island. At the age of nineteen, he had joined the Beneficent Congregational Church, and in December, 1834, became one of the original members of the High Street Church. Even here he insisted on being actively useful, and at the age of twenty-six became superintendent of the Sunday School and filled that position for twenty-six years. June 27, 1865, the church made him a deacon to fill the position left vacant by the death of his father-in-law, James Eames. Through his close observation of what would aid his congregation, he was led to suggest and by his gifts he made possible the union of the High Street and Richmond Street Churches.

The vigorous health, active mind, and purity of character of Mr. Barstow, his prudent habits, and genial temperament, preserved his faculties unimpaired until the final change. He knew his country well and had travelled to nearly every part of it. One voyage to Europe interested him, but he did not care to go again. Clubs did not attract him. In a home, in which love and the Christian virtues reigned, he found relief from every care and abundant sociality. His wife was Miss Emeline Mumford, daughter of James and Sarah Eames, and they were married May 28, 1834. To them were born seven children, Sarah S., who married Charles L. Thomas; Emeline E., wife of W. H. Bradford; Mary L., who married the Hon. S. A. Cooke, jr.; Martha M., who married James H. Cutler and died June 29, 1873; Anna J., wife of the Rev. E. O. Bartlett, and Amos C. and George E. Barstow.

WILLIAM BARTH, real estate owner, Denver, Colo., born in Dietz, Nassau, Germany, in 1829, received a common school education and then took the precaution to ensure himself against poverty by learning a trade. In 1851, he came to America, settling in New Orleans. The next ten years were spent in Illinois and Missouri, Mr. Barth making a moderate living as best he could. In 1861, his Union sentiments not being in harmony with those of his neighbors, he removed to Colorado, the ox-team with which he crossed the plains being his only property. After a brief stay in California Gulch, now Leadville, he engaged in the boot and shoe business for a time and then returned to St. Louis to manufacture boots for the Rocky Mountain trade. In 1863, he settled in Denver and continued the business, in which he soon achieved pronounced success. The rough life of the mountains was so destructive of foot gear as to create an enormous demand for his goods. Foreseeing the great future of Denver, Mr. Barth at an early day bought a large amount of local real estate. This he did at the right time, and the subsequent remarkable rise in values of property in Denver brought him wealth. Mr. Barth took an active part in building The South Park Railroad and The Denver, Texas & Gulf Railroad, in both of which companies he owned considerable stock and was a director. He began to purchase stock in The City National Bank soon after its organization and became its president for ten years and one of its controlling stockholders. A year or two ago, he retired from active business to devote himself to private interests, although retaining official relation with the bank as its vice president. He is president of The Bi-Metallic Bank of Cripple Creek. His success is due to close attention to opportunities, sound judgment and strict integrity.

DAVID LEWIS BARTLETT, the senior partner of the firm of Bartlett, Hayward & Co. of Baltimore, was born in Hadley, Mass., Dec. 6, 1816. His ancestors were New England people for many generations and intimately connected with the history of that section. His rudimental education was begun in the very excellent common schools of New England and continued at one of its best academies.

Mr. Bartlett began the manufacture of iron goods in Hartford, Conn., when a young man. In 1844, he removed to Baltimore, and established a foundry for the manufacture of stoves and architectural iron work, under the firm name of Hayward, Bartlett & Co. On the death of Mr. Hayward in 1866, the firm name was changed to Bartlett, Robbins & Co. Mr. Robbins died in 1880, when the present firm of Bartlett, Hayward & Co. succeeded, comprising Mr. Hayward, the son of a Mr. Hayward of Hayward, Bartlett & Co., and E. L. Bartlett, son of the senior member of the present firm. The firm have continued to the present time.



L. S. Baultell

In 1863, The Winans Locomotive Works passed into the hands of Hayward, Bartlett & Co., under the name of The Baltimore Locomotive Works, and continued as such until the close of the late Civil War. The business has been gradually enlarged and very successful, frequently employing from 1,000 to 1,500 skilled workmen. Many large contracts have been successfully filled for work for the Government and orders have been received from every part of the globe. The firm are among the most extensive manufacturers of architectural iron and gas works in the United States. Many of the public and private buildings of Baltimore, the Treasury, State, War and Navy and Post Office buildings in Washington, the Custom Houses of New York city, Portland, Or., and Portland, Me., the Post Office Buildings in Chicago, Ill., Cincinnati, O., and St. Louis, Mo., and The Central Bank of Tokio, Japan, are heated by apparatus constructed at their works. They have erected gas plants at Milwaukee, Wis., Brooklyn, N. Y., Newark, Hoboken, and Morristown, N. J., Boston, Brookline and Haverhill, Mass., Washington, D. C., Montreal, Canada, and Havana, Cuba, and have also erected the largest gasholders in the United States at Chicago and New York.

Mr. Bartlett has been entrusted with many important measures involving the interests of the public. He was a member of the committee appointed by the Mayor of Baltimore to report on the proper means of encouraging manufactures in the city; also of the committee to report on the pavements of other large cities with a view of securing the best results for Baltimore. He is president of the board of trustees of The McDonogh School Fund, and chairman of the Druid Hill Park board. He is one of the vice presidents of The Board of Trade, also of The Merchants' & Manufacturers' Association, and of The Baltimore Trust & Guarantee Co. He is a director in The National Farmers' & Planters' Bank, The Equitable Insurance Co., and The Central Savings Bank.

Mr. Bartlett's general reputation may be well conceived by the character of the public trusts with which he has been connected. He has brought to every undertaking, both public and private, a faithful and conscientious discharge of duty, which has secured for him the confidence of the community, in which he cast his fortunes more than fifty years ago. Mr. Bartlett is commanding in presence, social and genial in all his relations with men, and exceedingly popular with all classes. He has been active, consistent and faithful in all connections, religious, political and business, thereby securing the esteem and approbation of all with whom he has come in contact. He is a communicant in the Episcopal church, and takes a deep interest in its welfare. He has been a member of the Republican party from its organization, but has no taste nor inclination for political office.

Mr. Bartlett has been twice married, and has a son and daughter by his first wife.

SIDNEY BARTLETT, LL.D., a distinguished lawyer, was a son of Dr. Zacheus and Hannah Jackson Bartlett, and a native of Plymouth, Mass., Feb. 13, 1799. Graduating from Harvard college in 1818, he taught school in Scituate a short time and spent a year in Plymouth reading law, being at the same time a private in the Standish Guards, a military company organized in 1818. He was admitted to practice in Boston in the Court of Common Pleas, Oct. 2, 1821, and in March, 1824, to practice in the Supreme Court. By unusual strength of mind, tremendous labor, and the favor of influential men, he advanced steadily but surely in his profession, until he had won recognition as leader of the Massachusetts bar. Never a ready or eloquent pleader before

a jury, Mr. Bartlett excelled as a shrewd and wise legal adviser. The results of his exhaustive study no man dared to question, and his arguments before the courts were instructive even to the judges. He never sought or accepted office which would divert him from his exceedingly remunerative practice, although the highest judicial positions in the land were within his reach. He was indeed a member of the State House of Representatives in 1851 and of the Constitutional Convention of 1853, but with the exception of these instances he scrupulously avoided public life. He was identified to some extent with railroad properties. Mr. Bartlett died March 6, 1889.

JOHN H. BASS, manufacturer, Fort Wayne, Ind., one of the most active, intrepid and useful men in that city, began life as a bookkeeper. The savings of several years of endeavor and economy were finally invested by him in the manufacture of car wheels and machinery. Into that business he threw his utmost energy, and he has risen by a life of determined endeavor to large influence entirely through his own exertions. He is now the principal owner and president of The Bass Foundry and Machine Works, which succeeded to a business established about 1853, and was incorporated in 1873 with a capital of \$500,000. The works produce several hundred car wheels a day, railroad castings, boilers, the Bass-Corliss engines, and general machinery, and are one of the popular local institutions of Fort Wayne, being owned at home, unlike the car shops whose proprietors are mainly non-residents. They have disbursed millions of dollars in the community for wages and supplies. Their importance is indicated by the fact that Fort Wayne would decline in population at once should these shops be taken to some other part of the country, a contingency, however, not to be feared. The pay roll is about \$35,000 a month. The car wheels of the Bass Foundry do not run on every railroad in the world exactly, but they are found flying over the rails in almost every civilized country under the sun. Mr. Bass owns The Fort Wayne Iron Works and The Bass Furnace Co., which smelts pig iron in Rock Run, Ala., and has large furnaces in Lenoir City, Tenn. His extensive business has also required him to establish branch factories in Chicago and St. Louis. Mr. Bass is also interested in The Fort Wayne Electric Co., and in The Star Iron Tower Co., manufacturers of towers and mast yards for electric lighting. He is highly esteemed in the community whose welfare he has done so much to promote, and his presidency of The First National Bank is as much a testimonial to his character as to his financial strength.

SETH BATEMAN, proprietor of a summer resort and bank president, was born in the suburbs of Newport, R. I., Aug. 26, 1802, and died at his home there, Nov. 1, 1887. Lord William Henry Bateman of Castle Hill, Hertfordshire, was his great grandfather, and it was Henry, son of Lord William, who emigrated in the early days to Coventry, R. I., and became the pioneer of the family in the new world. William Bateman, a son of Henry, married Susannah, daughter of Jeremiah Spencer, who, on his emigration from England, had settled in Connecticut. The Spencer family derived descent from the second Duke of Marlborough and occupied estates of their own in England. Jeremiah was the first of the family to leave his native land for America. William and Susannah Bateman, the parents of twelve children, were farmers, living near the then small city of Newport, and occupied a tract of land in the suburbs, now included within the limits of the city. Seth, one of their sons, availed himself of the country schools and then entered upon the work of the paternal farm. Father and son were both men of spirit, and the former leased for many years a portion of the

Brenton estate, then embracing 2,000 acres, and including the tract afterward owned by the Bateman family. It was not until 1837, that the afterward well known house was established for the entertainment of summer visitors on Bateman's point, by Seth Bateman. The enterprise was begun amid discouragements, but was opportune and well considered, and the house soon attracted a steadily increasing number of summer guests from New York, Boston and other cities. Through capable management and perseverance, the house finally became a fashionable summer resort. Mr. Bateman enlarged and improved the property several times until the spacious establishment over which he presided and which played a conspicuous part in the social life of Newport, came into being.

When prosperity had brought him surplus means, he became a stockholder in and for many years president of The Merchants' Bank of Newport. He was a member of the Society of Friends; and a regular attendant at their services. Prosperity did not blunt the tenderness of his character or make him forget to share his means with the less fortunate. His benefactions were liberal but unostentatious, and lay chiefly in the direction of aid to worthy young men seeking an education. He never sought public office, but consented at one time to serve as a member of the General Assembly of the State, and was elected to that position.

By his marriage in 1857, with Elizabeth, daughter of David Peckham of Newport, Mr. Bateman became allied with several prominent families of Rhode Island. Mrs. Bateman died May 15, 1887. Their only child died in infancy.

DANIEL BAUGH, manufacturer, born in Chester county, Pa., Oct. 22, 1836, is the great great grandson of an emigrant from Germany, who settled on a farm in Chester county before the American Revolution, and established a little tannery near Paoli, eighteen miles west of Philadelphia. John Pugh Baugh and Hannah Krauser, both natives of Chester county, were the parents of Daniel. After leaving a private academy in Norristown, Mr. Baugh joined his father in the family tannery for a short time. Tanning was abandoned in 1855, however, and John P. Baugh and his two sons moved into Philadelphia and began the manufacture of fertilizers, to which has since been added the making of bone black for use in sugar refineries and of various heavy chemicals and glue. The father and brother of Daniel Baugh died fourteen and twelve years ago respectively, but the old name of Baugh & Sons was retained until 1887, when the business was incorporated as The Baugh & Sons Co., capital \$1,000,000, Daniel Baugh becoming its president. A son, Edwin P. Baugh, is now vice president of the concern. Mr. Baugh never aspired to public office, but takes great enjoyment in business affairs, and is president of The Girard National Bank and director of The Delaware Insurance Co., the Philadelphia Bourse, and of several public institutions. Privately, a genial, well-educated and agreeable man, he is a great traveller, spending a part of every year in Europe, and being especially interested in archæology. He is president of the Art club and member of the Union League, Manufacturers', Country, Corinthian Yacht and Merion Cricket clubs. Husband of Anna, daughter of the late Allen Wills, of Chester county, Mr. Baugh is the father of Edwin Pugh and Paul D. Baugh, and of Elizabeth Wills, who was married Oct. 22, 1894, to Benjamin Harris Brewster, son of the late Attorney General of the United States.

SAMUEL BAYARD, banker, Evansville, Ind., a native of Vincennes, Ind., is a son of John Francis Bayard of Grenoble, France, who served under Napoleon, and

emigrated to Vincennes, Ind., in 1817. There the pioneer married Mary Ann Boneau, a member of an old family, which settled there when Vincennes was yet almost exclusively a French village. Mr. Bayard attended private schools and the Collegium Sancti Gabrielis in Vincennes, but did not graduate, considering further study a waste of time. As a clerk to his father in a grocery store, a worker on the paternal farm, and a trader in flat boats with sugar planters on the lower Mississippi, and the maker of ornamental wooden work at home, young Mr. Bayard entered upon a business career. Being a good penman, he took the deputy clerkship of the Circuit and Probate Courts in Vincennes in 1847, and when, in 1851, the election of a new clerk approached, he went into the branch of the State Bank of Indiana, in Evansville. In November, the directors made him teller of the bank, and when, in 1857, The Bank of the State of Indiana succeeded the prior institution, with a branch in Evansville, he became cashier of the latter. In 1865, Mr. Bayard reorganized the institution as The Evansville National Bank, becoming vice president in 1867 and president in 1876. But charters expire, if given time enough, and in 1885, The Old National Bank of Evansville was organized to take over the business and began its existence with a capital of \$500,000 and a surplus of \$250,000. Mr. Bayard is now president, and the raw country lad of 1847 is to-day a man of prominence and means. He was connected with the banking firm of W. J. Lowry & Co., several years, finally selling his interest, is a director in The German Bank, treasurer of The Evansville Gas & Electric Light Co., and has been interested in several railroads. Tall, with sharply cut features, upright, genial and benevolent, he is very popular in his city and a useful citizen. March 6, 1867, he married Miss Mattie J., daughter of Samuel Orr. It is believed that Mr. Bayard owns the largest private library in Indiana.

JAMES SMITH BEAN, a prominent merchant and banker of Ogdensburgh, N. Y., was born in Meriden, N. H., Oct. 6, 1824, and died July 10, 1883. He was a son of Samuel Bean, a farmer, whose ancestors came from England to the southern part of New Hampshire. While a youth, Mr. Bean was educated at Kimball Union Academy in his native town.

Farming being distasteful to him, he sought occupation as a merchant and began the dry goods business for himself in Meriden, N. H., at the age of twenty-four and continued therein until 1853. Success rewarded his energy, shrewdness and upright dealings. He then located in the city of Ogdensburgh, N. Y., as clerk and agent for the firm of John J. Prentiss & Co., merchants in the flour and grain trade. Their failure occurring shortly afterward, Mr. Bean established himself in the same line of business and prosecuted it with success until 1873, when he closed his active connection with mercantile pursuits. The firm of Egert, Wheeler & Co. succeeded and Mr. Bean was a silent partner for five years.

Dec. 1, 1873, Mr. Bean associated himself with The Ogdensburgh Bank under the firm name of Averills, Chapman & Bean. Of this institution, he was chief business manager until his death. In the course of his active connection with affairs, Mr. Bean acquired by praiseworthy and legitimate methods a large fortune, which made him an important factor in the financial life of the city. He was a man with no political aspirations, but always manifested a deep interest in placing the best men in office regardless of their political faith. He held the entire confidence of the community, and his honor, integrity and superior judgment were unquestioned. He possessed the qual-

ities, in marked degree, which are pre-eminently required of a man in the position which he occupied.

Mr. Bean was married March 17, 1858, to Miss Mary B. Deane, of Weathersfield, Vt., who survives him. They had no children.

NELSON BEARDSLEY, Auburn, N. Y., the oldest bank president in the United States at the time of his death, was the son of John Beardsley, prominent in his town, county and State, being a Justice of the Peace, Member of Assembly and State Senator. Nelson was one of twelve children, and Roswell Beardsley of North Lansing, N. Y., his brother, is the oldest postmaster in the United States, having been first appointed under John Quincy Adams. Nelson Beardsley was born in Southbury, Conn., May 30, 1807, and died in Auburn, Jan. 15, 1894. In 1808, his parents removed to Scipio, N. Y., where they occupied a farm, but in 1836, settled in the city of Auburn. Nelson graduated from Yale college in 1827, studied law, was admitted to practice in 1830, and immediately thereafter formed a partnership with the late William H. Seward, as Seward & Beardsley. After Mr. Seward's election as Governor of the State, Mr. Beardsley joined in a partnership with John Porter. The firm conducted a large practice for a city the size of Auburn until the pressure of other interests induced Mr. Beardsley to give up the law. From that time on, he was identified with banks and other enterprises in Auburn. He took the presidency of The Cayuga County Bank in 1843 and held the office until his death. During the War, the institution reorganized as The Cayuga County National Bank. Mr. Beardsley's life was one of unbroken financial activity. In 1848, he became one of the incorporators of The Oswego Starch Factory, and in 1883, its president, and held the office for the rest of his life. In 1849, he was elected one of the original trustees of The Auburn Savings Institution, which, twenty years later, was changed to The Auburn Savings Bank and of which Mr. Beardsley was for many years the president. He had stock in every other incorporated bank in the city, was a director or stockholder in many local manufacturing concerns, and gained a fortune of seven millions. In 1836, Mr. Beardsley married Miss Frances, a daughter of James Powers of Catskill, N. Y. Mrs. Beardsley died in 1854. Six daughters survived him, Emily B., wife of the Rev. Frederick W. Flint, of Los Angeles, Cala.; Gertrude B., wife of William W. Andrews, of Cleveland; Caroline B., wife of Paul C. Woodruff; Alice B., wife of the Hon. Charles N. Ross; Frances B., wife of Charles P. Burr; and Mary D. Beardsley. The latter four are residents of Auburn.

PHILIP BECKER, merchant and financier, Buffalo, N. Y., is a native of Germany, and was born on the banks of the Rhine in 1830. The Beckers were originally dwellers of France. Well educated at home and in France, Mr. Becker sailed for America in 1847 and went by river to Albany and by canal to Buffalo. Beginning life as a grocer's clerk, he saved enough money and gained enough experience in seven years to start a grocery house of his own, under the style of Philip Becker & Co., and for years conducted a large and lucrative wholesale trade. Mr. Becker retired a year or two ago from active trade, and is now occupied with investments in real estate and corporations. He has been Mayor of the city three times and president of The German Insurance Co. since 1869, and is a large owner in The German Bank and other financial institutions. He is highly respected for his excellent character and abilities. He was a delegate to the Republican National Convention in 1876. In 1882, he accepted the office of president of the National Saengerfest to be held in Buffalo in 1883, a very successful meet-

ing, gave \$25,000 towards building the beautiful music hall in which the Saengerfest was held and managed the building operations with great success. When this hall was burned in 1885, he subscribed many thousand dollars for its reconstruction.

PHILO DANIEL BECKWITH, manufacturer, Dowagiac, Mich., was a son of Stephen Beckwith, of old Puritan stock, and was born in Pike, Allegany county, N. Y., March 6, 1825. Circumstances permitted him to attend district school for a year or two only, and he then began life as a machinist's apprentice. In 1854, he moved to Dowagiac and started a small iron foundry for custom work and the making of plows, with one workman to help him. A brave struggle with adverse circumstances followed for several years, during which Mr. Beckwith made and sold a few plows and performed some general work. He then bought control of the Roller Grain Drill for sowing grain, an invention which proved a happy one. He soon enlarged his operations, employed a score of workmen, and finally built new shops, in part with borrowed money. When the Civil War came on and the markets were disturbed, Mr. Beckwith experienced great trials. In 1871, however, he invented the Round Oak stove for heating purposes, which has since revolutionized the stove trade of the United States. Heating stoves had previously lacked endurance, but this fault was remedied in Mr. Beckwith's invention, the result being that his shop was soon overwhelmed with orders. The works were run day and night, and the business enabled him to pay his debts promptly and in time brought him a fortune. The works now constitute a very large manufacturing plant. Mr. Beckwith invested some of his profits in real estate, which grew to possess great value, and was elected Mayor of Dowagiac four times. He died Jan. 11, 1889, survived by his wife, Mrs. Catherine Scott Beckwith, and his daughter, Kate, wife of Frederick E. Lee, banker and manufacturer.

JAMES MADISON BEEBE, merchant, Boston, Mass., was at the time of his death, Nov. 9, 1875, one of the most prominent business men of Boston. Mr. Beebe was born in Pittsfield, Mass., March 18, 1809, son of Levi and Sarah Pierson Beebe. His father was an obscure farmer, of scanty means, but respectable lineage. Young Beebe received a slight education in the common schools of his native town, and then for a short time in Stockbridge Academy. The age of sixteen found him seeking his fortune in Boston, where he went at the solicitation of J. V. C. Smith, a native of Pittsfield, and afterward Mayor of Boston, beginning as chore boy, later going to Bowen & Co., dry goods merchants on Hanover street.

At last, in 1830, on his twenty-first birthday, Mr. Beebe began business for himself as a dry goods merchant, in a little store on Hanover street, with one clerk, forming soon afterward the firm of J. M. Beebe & Co., with John Hathaway as a special partner. This connection was severed at the end of five years, but Mr. Beebe continued at the Hanover street store until 1850, under the same firm name. He had as partners at different times such men as Josiah J. Fiske, C. S. Cutter, A. F. Barnes, A. French, E. B. Welch, G. A. Brown, J. B. Welch and J. A. Gannett.

Mr. Beebe was credited with being one of the first men, if not the first, in his line of business to introduce the system of cash payments. His motto was quick money and small profits, and he was known to sell at a five per cent. advance when other merchants were receiving an advance of ten or fifteen per cent. Having enlarged his wholesale trade and engaged extensively in importing, he finally found the store at No. 90 Hanover street too small, and in 1850 went to Kilby street. Here, in 1853, Junius

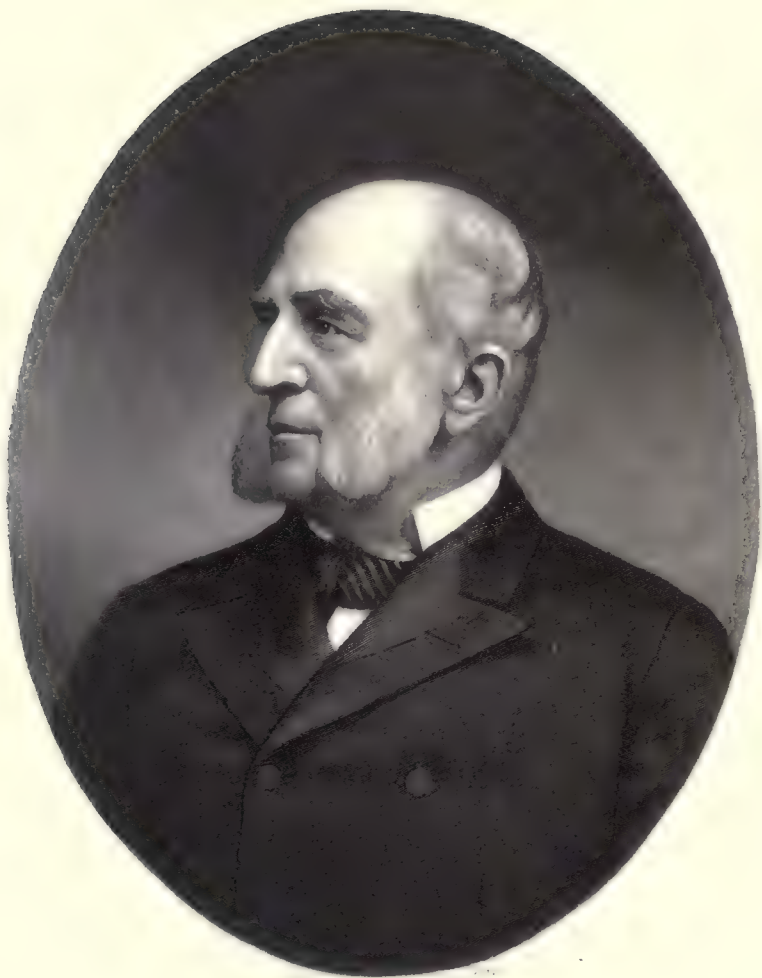
S. Morgan, formerly of Mather, Morgan & Co., of Hartford, Conn., became his partner, the style remaining as before, J. M. Beebe & Co. In 1854, Mr. Beebe made his first trip to England, and in the year following Mr. Morgan retired, going to England, where he became a member of a large banking house. George C. Richardson then came into the firm for two years. Mr. Beebe was noted for frequent changes of partners, and for always retaining the firm name. During the ten years on Kilby street, he had as partners, besides those already mentioned: J. C. Burrage, D. C. Blodgett, M. M. Kellogg, C. Hulbert, Charles S. Cutter, G. J. Fiske and W. Chadbourne. The next location was on Franklin street, but in 1861, the business was moved to Mr. Beebe's own magnificent building on Winthrop Square. In 1866, Mr. Beebe retired.

The house of J. M. Beebe & Co. was always one of the most substantial in the city. It carried on an enormous trade in dry goods with all parts of the country, and was especially strong in the great panic of 1857. At that time, Mr. Beebe was rated as the largest jobber of dry goods in New England, and second in the country only to Stewart of New York. He was also the second largest importer in the United States, and at one time transacted a business of \$5,000,000 annually.

Having a dislike for publicity, Mr. Beebe avoided politics and public life, his only political service having been as a delegate to the convention, called in 1853, to revise the Constitution of Massachusetts. In business circles, however, he held a number of positions of trust, having been a director of The Webster Bank for many years; director of The Boston & Albany Railroad from election until the January before his death; president of The Chicopee Manufacturing Co. just before the War; director of The Boston Provident Institution for Savings from 1853 until his death; vice president of the Boston Board of Trade from 1854 to 1856, and during the next two years president.

Mr. Beebe married Miss Esther Brown, of Pittsfield. Five children with the widow, survived him, the former being Emily B., Mary L., Edward P., James A., and Frank H. Beebe. Few were the charities of the city of his adoption which did not profit by his philanthropy.

LUTHER BEECHER, merchant, Detroit, Mich., who died Sept. 16, 1892, was born in Cheshire, Conn., Feb. 16, 1815, son of Benjamin Dutton Beecher, millwright, machinist and inventor. As a boy, Luther Beecher began to earn his living at the age of nine in the trade of a millwright, and he bore a part in building the factory and placing the shafting and machinery of the first large broadcloth manufactory in Waterbury, Conn. In 1832, he went to New York city and, in the employment of an oil merchant and master painter, became a fair painter and glazier, and later, confidential clerk. When the business was wound up, Mr. Beecher found employment in another establishment in the same capacity. Hard work, merit, promotion to a good salary, and economy enabled Mr. Beecher to save a little money, and in 1836, he removed to Detroit, Mich., and opened a general store. There, after the usual experience with bad debts and other trials which afflict a beginner, he became permanently established. Mr. Beecher made use in his business of the system of profit-sharing to advantage. After 1852, he confined his trade exclusively to carpets and carried on the business both in Chicago and Detroit. By buying the interest of all the other carpet dealers in Chicago, he was for a number of years at the head of the largest carpet trade in the Northwest, while the growth of Detroit, where he had become largely interested in real estate, greatly increased his fortune. He was twice married, first in 1845, to Maria L. Williams, who



J. J. Balden

died in 1850. In 1852, he married Miss Mary A. Wilkins, of Pittsburgh, Pa. George L. Beecher, his son, now manages the property.

HERBERT A. BEIDLER, capitalist, Chicago, was born in that city, Aug. 22, 1861. His father's family were of German extraction and came to this country previous to the American Revolution, settling in Pennsylvania. His mother's people were driven from England by religious persecution, settled in Holland, acquired the language and manners of the country, and finally came to America, settling in the Mohawk valley, New York State. Mr. Beidler graduated from Cornell University and began life as a draughtsman. At the death of his father, Henry Beidler, March 16, 1893, he inherited a large estate, largely in city property on the west side of Chicago, around Madison and Halstead streets. He is president of The Standard Elevator Co., manufacturers of passenger and freight elevators, and a member of the Illinois club. Jan. 20, 1887, he married Ida L. Merriman.

JAMES JEROME BELDEN, contractor, banker and political leader, Syracuse, N. Y., has been known for many years as one of the most prominent and influential men in Central New York. He is a direct descendant of Richard Belden, who came from England in 1636, settling in Wethersfield, Conn., and also of Captain Benjamin Wright and Joseph Chamberlain, famous in the Colonial wars. The Belden family is well known in New England history, numbering among its members officers of the American Revolution, judges of various courts, legislators and successful business men. It is a remarkable fact that the town clerk of Wethersfield was a Belden continuously for more than a hundred years. Denison Belden, the father of James J., was an old resident of the rural township of Fabius in Onondaga county, N. Y., where the subject of this sketch was born, Sept. 30, 1825.

An active and promising lad, with only a common school education and brief attendance at the Fabius Academy, Mr. Belden commenced his business career at an early age, in a village store in his native town. From Fabius, he went to Jefferson county, N. Y., where he remained five years as clerk and partner in the business of a country merchant. Allured by the discovery of gold in California, however, he gave up his position in the Spring of 1850 and journeyed to the Pacific coast, where he fell ill with the prevailing climatic sickness. Upon his recovery, instead of going to the mines, Mr. Belden opened a store for the sale of mining and camp supplies, trappings, milk and other goods. He was a shrewd judge of men and a close observer of the wants of the community where he was located, and so adapted himself to his surroundings, that, by untiring diligence, he succeeded in a short time in accumulating a capital of several thousand dollars.

Returning to the East in 1853, he took up his residence at Syracuse, a city already giving promise of a prosperous future, and for a number of years devoted his attention mainly to the construction of public works by contract. Having married the daughter of the late Robert Gere, one of the foremost of the early residents of Syracuse and a large manufacturer and contractor, Mr. Belden was naturally attracted to a sphere of activity for which he was specially qualified. In his first contract, he was associated with his father-in-law and took part in the enlargement of the Oswego canal. Subsequently, in company with his brother, A. C. Belden, and the late Henry D. Denison, he engaged extensively in the construction of railroads, reservoirs, canals and other public works, the firm acquiring a high reputation for energy

and efficiency throughout the State and elsewhere. Among the more important contracts performed by them were the building of street railroads in Detroit, the enlargement of the locks on the Welland canal in Canada, and the construction of the Syracuse Northern and Chenango Valley railroads and the great Croton reservoir in Putnam county. They also executed numerous large contracts for dredging in New York and other harbors and for repairs and improvements on the canals of New York State. The principal contract for removing the broken rock, after the famous blasting of Hell Gate, was awarded to this firm by the United States Government and was most successfully completed. Their last considerable work was the construction of The West Shore Railroad between Syracuse and Little Falls.

While Samuel J. Tilden was Governor of New York, a fierce attack was made for political reasons on the firm of Denison, Belden & Co. and other contractors, who were charged with unlawful combinations and other irregularities in connection with contract work for repairs and improvements on the Erie and Champlain canals. Numerous suits were brought by the State and a protracted litigation followed; but when the actions came to trial the charges could not be sustained, and the final result in every case was in favor of Mr. Belden's firm.

While these suits were in progress, the Republicans of Syracuse testified their confidence in Mr. Belden by nominating him for Mayor, without his knowledge and during his absence from the city. He was elected by an unusual and emphatic majority and entered upon the duties of the office in February, 1877. In this position, he displayed rare executive ability and gained the lasting admiration of the community by the vigor and sagacity with which he discharged his official duties. Thorough and practical reforms were instituted in every department of the city government by Mr. Belden, and he conducted affairs with an economy and business discernment which were of permanent value to the city, and added greatly to his own reputation. At the close of his term, Mr. Belden was re-elected without substantial opposition, and his whole administration is regarded as a notable epoch in the history of Syracuse.

In addition to the extensive contract business carried on by his firm, Mr. Belden became interested from time to time in various local enterprises, such as railroads, banking, iron and salt manufacturing and other industries. He has been prominently connected with The First and The Third National Banks, and with The Syracuse Savings Bank. In 1881, he established The Robert Gere Bank (so named in honor of his father-in-law), which is one of the soundest and most successful financial institutions in the State. The building lately erected by him for the use of this bank is altogether the finest structure of the kind in Central New York.

Upon the election of the Hon. Frank Hiscock to the United States Senate in 1887, Mr. Belden became the Representative in Congress from the Onondaga district, and has been three times re-elected by the most flattering majorities. He took a prominent part in the contest for Speaker, which resulted in the selection of Thomas B. Reed, and was one of Mr. Reed's most intimate and trusted advisers. In the House, the Speaker has placed him on such important committees as Appropriations, District of Columbia, etc., and Mr. Belden has attained a marked degree of influence and popularity among the members. He has taken special interest in the veterans of the Civil War and been remarkably successful in securing pensions for disabled soldiers and in otherwise promoting their welfare. He is an earnest and aggressive Republican and is recognized

at Washington and elsewhere as an able champion of honest government and the rights of American labor. In 1890, the Republican Congressional Committee elected Mr. Belden its chairman, and in various capacities he has long occupied a high place in the councils of his party. In accordance with a purpose, announced at the time of his last election, Mr. Belden has declined a re-nomination and will retire from Congress at the close of his present term.

It is not, however, for the ample fortune which he has accumulated, or his prominent relation to public affairs, that Mr. Belden is best known or most esteemed; but rather for those qualities of mind and heart, which have secured the confidence of associates and the affection of friends. Endowed with remarkable energy, forceful and self-reliant, he has made his way from the humblest beginnings by resolute effort and the wise employment of his natural faculties. Of kindly disposition and unassuming manners, he is approachable by rich and poor alike, and his advice is constantly sought by those in trouble or misfortune. His acts of benevolence are numerous and helpful, but they are so unobtrusively performed as seldom to be known save to those who are aided by him. In his personal habits he is strictly temperate, and his private life is without a blemish, yet he is extremely tolerant in his views and charitable towards the failings of others. A business man of superior judgment and capacity, a citizen of broad and elevated public spirit, a tried and trusted friend, he enjoys a respect and popularity which are rarely exceeded.

ALEXANDER GRAHAM BELL, patentee of the Bell telephone, is a native of the city of Edinburgh, Scotland, where he was born March 3, 1847. After passing through that sound institution of learning, the University of Edinburgh, he moved to London in 1867 and entered the University there for further study, but ill health obliged him to retire. He then spent a short time in Canada with his father, A. M. Bell, a professor in the University of Edinburgh, and in 1872, came to the United States to introduce his father's system of visible speech. While earning a modest income in Boston, Prof. Bell engaged in experiments for the transmission of sound by electric wire and invented some appliances for the purpose. The result was that in 1876, he was able to exhibit publicly in Philadelphia a practical telephone. This is a scientific age, and the commercial value of this invention needed no argument. With men of executive ability to aid him, including Gardiner G. Hubbard, his father-in-law, Prof. Bell organized, in 1878, The American Bell Telephone Co., to introduce telephone service into general use throughout the United States. Subordinate companies came into existence in various sections of the United States, and after protracted litigation and contention with The Western Union Telegraph Co., Prof. Bell established his rights, and the telephone has now become one of the most necessary as it is one of the most useful facilities for the transaction of every day business. The patent upon his receiving instrument expired Jan. 30, 1894, but the company has obtained other patents which, it is supposed, will prolong the activity of the parent company. Prof. Bell is the author of other inventions, equally as interesting as the telephone in their scientific nature, which, however, have not yet come into commercial use. He devised an apparatus by means of which sound can be transmitted through a vibratory beam of light, a certain distance, as effectively as through a wire, and he has made successful experiments in the way of recording speech by photographing the vibrations of jets of water. His wife is a daughter of Gardiner G. Hubbard.

WILLIAM A. BELL, M.D., a graduate in medicine and the arts from the University of Cambridge, Eng., was born in Ireland in 1841. He visited America in 1866, and in 1867, joined a party which surveyed the 35th parallel. In 1870, he settled in Colorado, and was associated with Gen. William J. Palmer in the building of The Denver & Rio Grande Railroad, and had a share in the management afterward, being vice president for several years. Retiring in 1882 to devote himself to real estate interests in the numerous rising towns, which the railroad company had formed in the southern half of the State, such as Colorado Springs, Manitou, South Pueblo, Alamosa and Durango, he has since operated on a large scale and with such satisfactory results that he now ranks among the most substantial residents of Colorado.

WILLIAM BARNES BEMENT, retired manufacturer, Philadelphia, is one of the most interesting examples in American life of what one man may achieve, even though born to a prospect of continued toil, by dauntless courage, determined application and good character, when accompanied with a touch of that creative ability which is the gift of a Higher Power. He was born in the rural township of Bradford, Merrimac county, N. H., May 10, 1817, and came upon the stage of affairs when American industry was beginning to take organized form, and factories and shops were springing into existence in the Northern States. Samuel Bement, his father, a man of mechanical talent and more than average energy, left his native State of Connecticut in early life, and in Tunbridge, Vt., carried on a modest industry in the making of wrought iron nails until about 1816, when he settled upon a farm in Bradford, N. H., and incidentally continued to carry on his vocation as a worker in iron. The son grew to manhood on the farm, attending rural schools every winter and at times, governed by a boy's fondness for mechanics and urged by the constructive ability which he possessed, aided his father in the forge and helped construct a number of more or less rude machines.

In the Fall of 1834, in order to obtain a thorough training, the young man regularly apprenticed himself for three years to Moore & Colby of Peterboro, N. H., manufacturers of cotton and woolen machinery, and in two years' time was foreman of the shop and before he was twenty a partner in the firm, which then took the name of Moore & Bement. But great things could not be hoped for in the little town of Peterboro, and in 1840, Mr. Bement severed his relations with the firm to seek a larger field in Manchester, N. H., and spent two years in that city with the since famous Amoskeag Machine Co., in whose service he improved materially in skill and knowledge.

In 1842, the position of superintendent of a woolen machine shop in Mishawaka, Ind., was offered to Mr. Bement, whereupon he resigned the Manchester engagement and went West, only to find the shop, of which he was to take charge, a heap of smoking ruins, having been burned to the ground while he was *en route*. Not in the least daunted by this unexpected calamity, Mr. Bement went courageously to work in Mishawaka to earn his living, and as a blacksmith and gunsmith made considerable progress. His talents as an inventor found their first expression there in the designing and construction of an engine lathe, which he needed as an auxiliary in his business. The St. Joseph Iron Co. allowed Mr. Bement to assemble this machine in their shop, in return for permission to build a similar lathe for themselves.

Mr. Bement's skill and originality were so much admired that The St. Joseph Iron Co. secured his services and gave him charge of their shops; and, by his advice and



Wm B. Bennett

under his direction, enlarged the works and fitted them up with new appliances. At that juncture, the shop was destroyed by fire, but Mr. Bement had made plans for a new one within twenty-four hours and the works were reconstructed. During his three years' stay with the Iron Company, Mr. Bement invented and built a gear cutting engine, the first ever seen west of Cleveland.

In 1847, Mr. Bement went to Lowell, Mass., already in possession of a reputation for inventive skill and energy which were of value to him, and was for three years employed by W. A. Burke, superintendent of The Lowell Machine Shop, in the valuable capacity of designer of machinery and head of the pattern shop.

It is impossible for a man of marked talent and energy to remain unknown anywhere in the United States, and in 1851, Mr. Bement received an offer of a partnership from E. D. Marshall, proprietor of a small machine shop on 20th and Callowhill streets in the city of Philadelphia. This was the turning point in his fortunes. Much against the wishes of his Lowell employers, Mr. Bement accepted the offer, went to Philadelphia, and devoted himself there to the invention and manufacture of machine tools and machinery. By intense application and through many trials, and by the invention of many original mechanical devices, and by adopting the highest standard of workmanship, Mr. Bement succeeded with his partners in extending the business materially, and as improving means permitted, he gradually developed the original small shop into an enormous manufacturing plant. The Industrial Works, as they were called, grew in time both in size and prestige to equal the best of their class in America, and they are said to stand second only to the Whitworth shops in England. During the Civil War, they performed much important work. The name of the firm has undergone a number of changes, in the flight of time, having become, successively, Marshall, Bement & Colby; Bement Colby, Dougherty & Co.; Bement, Dougherty & Co.; in 1870, William B. Bement & Son; and in 1885, upon a consolidation with Frederick B. Miles's Machine Tool Works, Bement, Miles & Co., which name is yet retained.

In 1888, Mr. Bement resigned the labor of management to his sons and has since that year spent his time in the enjoyment of well earned leisure. In these latter days, he has surrounded himself with a notable collection of works of art and has aided as director of The Academy of Fine Arts in the cultivation of popular taste, and the encouragement of artists. No man in Philadelphia enjoys the more sincere respect of his fellow citizens.

In 1840, in Royalton, Vt., Mr. Bement married Miss Emily Russell, and to this devoted and loving pair have been born Clarence S., William P., and Frank Bement, all now partners in Bement, Miles & Co., and Mary Ella, now Mrs. Claftin.

GEORGE WILLIAM BEMENT, merchant, Terre Haute, Ind., a native of Stockbridge, Mass., March 4, 1824, is an excellent illustration of the result of quiet perseverance in a chosen calling, backed by good health, close attention to opportunity, and a good name. At the age of seventeen, he settled in Evansville, Ind., but in 1843, located in Terre Haute, and by more than fifty years of unremitting application and prudent husbanding of means, he has accumulated large wealth in the wholesale grocery business. Like other merchants of substance, he has made investments in real estate, and not without advantage, and has identified himself with all the public spirited and philanthropic movements in his enterprising city, which commend themselves to his judgment.

JOHN BERTRAM, ship owner, Salem, Mass., was not an American by birth, but he grew to manhood in America, was essentially American in all his thoughts and aspirations, and did much to promote the prestige of the American flag at sea. When brought in early childhood to Salem by his parents, from the Island of Jersey, where he had been born, Feb. 11, 1796, the family were poor, but John died the richest man in Salem. With a scanty education, a mere stripling, he took to the sea, the principal interest of that port, worked his way up through all grades to the quarterdeck and, as master of a vessel, made many voyages to the coasts and rich islands of Asia and Africa, encountering all the adventures incident to a seafaring life. In 1814, the British captured him as a privateer, threw him first into a prison ship at Bermuda and then into another at the Barbadoes and finally sent him to England. The peace set him free. About ten years afterward, one of the numerous illustrations of his shrewdness occurred, while he was sailing as captain of the schooner *General Brewer*, chartered by himself, to the island of St. Helena. Sighting the *Elizabeth*, another Salem vessel, at sea, which he suspected was bound for the same port, Captain Bertram threw overboard his deck load of lumber to lighten the schooner, crowded on all sail, reached St. Helena, sold his cargo to good advantage and was leaving port, just as his rival, the *Elizabeth*, arrived. For three or four years, he traded to the coast of Patagonia, and in 1830, established a trade with Madagascar and Zanzibar, which grew to great proportions and proved a training school, in which so many successful merchants were bred, that Stanley, in his reports on Africa, speaks of Captain Bertram with enthusiastic praise. About 1840, Michael Shepard and he went into partnership in commercial and shipping ventures. When the California excitement broke out, Captain Bertram did not neglect his opportunity but sent some profitable cargoes of goods, including ice, to the Pacific coast. He gained a large fortune, which he used liberally in good deeds. The Bertram Home for Aged Men was founded and long maintained by him and The Salem Hospital, The Home for Working Women, and The Women's Friend Society, received gifts from him, while he also established a fuel fund in 1879 for the benefit of the poor, and gave away countless small sums to worthy objects. At his death, in Salem, March 22, 1882, his wife and three daughters survived him, the latter being Mrs. David P. Kimball, of Boston; Mrs. George R. Emmerton and Mrs. William G. Webb, of Salem, and in addition, Mrs. S. H. Bertram, widow of his adopted son, J. H. M. Bertram.

CHARLES F. BERWIND, coal miner, born April 1, 1846, died at his home, 2010 Spruce street, Philadelphia, Dec. 4, 1890. With a sufficient education, gained at the Central High School in Philadelphia, he entered as office boy the coal office of R. H. Powell, 104 Walnut street, the first year of the War. The young man was so eager, capable and full of push, that in 1863, the president of The Powelton Coal & Iron Co. made Mr. Berwind his own assistant. In this position, he acquired a thorough knowledge of administration and the clue to success in the coal business, and later became vice president of the company. In 1869, he organized the firm of Berwind & Bradley, which took over the business of the Powelton company, thus making the most of his opportunity, and thereafter carried on a large and increasing trade in coal with marked vigor and success. The firm of White & Lingle, with which he became associated July 1, 1874, changed their name later to Berwind, White & Co.; and The Berwind-White Coal Mining Co., of which he was the leading spirit, succeeded, in January, 1886, and became the leading bituminous coal concern in the United States,

operating nearly thirty collieries in Pennsylvania. Among other properties, they owned coal lands in Clearfield county, from which for many years they supplied transatlantic steamers with semi-bituminous coal. Mr. Berwind was also interested in and a director of The Alexandria Coal Co., The Witmer Land & Coal Co., The Punxsatawney Coal Co., The Irvona Lumber Co., The Sunbury & Lewistown Railroad, The Girard Life Insurance, Annuity & Trust Co., The Girard National Bank and other corporations, and president of The Pennsylvania & Northwestern Railroad. A handsome fortune grew out of his life of intelligent, persevering and well directed labor, approximating \$5,000,000. H. A. Berwind is now president of The Berwind-White Co.

JOHN FREDERICK BETZ, Philadelphia, Pa., said to be the richest brewer in America, was born April 8, 1831, in Stuttgart, Wurtemberg, and is a son of John George Betz, in the fatherland a farmer, and in America a hotel keeper. The Betz family brought their household goods to the United States in 1832, and landed in Philadelphia, whence not long afterward they removed to Pottsville, to keep the Eagle Hotel. John F. Betz began life at the age of thirteen in the service of D. G. Yuengling, a brewer of Pottsville. Men who have anything in them show their metal while young, and Mr. Betz was foreman at eighteen. A trip to Europe in 1852, for the purpose of studying the art of brewing as practiced in Austria and elsewhere, gave the young man a number of new ideas, and upon his return to America he engaged in brewing in New York city in the firm of Clausen & Betz. Another trip to Europe in 1865, and a more elaborate study of foreign methods, was followed in 1866 by Mr. Betz making a venture for a year in brewing in Richmond, Va. The year of 1867 found him in Europe again, and in 1868, he secured an old brewery at Callowhill and New Market streets in Philadelphia, and by persistent labor in its management began to make more progress. The brewery was moved to a new and larger site on Callowhill street in 1880, and the mammoth plant of John F. Betz & Son was there created. In 1889, during the period when English capital so largely sought investment in the United States, a part interest was sold to a London syndicate, and the company of The John F. Betz & Son, Ltd., was incorporated with a capital of \$2,500,000. Mr. Betz became the largest stockholder and chairman of the new concern, and his son, John F. Betz, jr., the treasurer. The present large plant, which cost over \$2,000,000, makes about 300,000 barrels of beer a year and exports about two-thirds of the product to foreign countries. Mr. Betz is now a large owner of real estate in Philadelphia. His properties are the Riverside Mansion, Lyceum Theatre, Grand Opera House, and the huge Betz Building on South Broad street, and he is also connected with The Germania Brewing Co. Mr. Betz gave the Pennsylvania Hospital \$5,000 in memory of his brother, John George Betz, who died there from cholera, during the first short stay of the family in Philadelphia. He also gave \$5,000 to the German Hospital, and is liberal in contributions to other objects. Oct. 19, 1854, he married Miss Sybilla C., daughter of John Sanders of Brooklyn, N. Y. They have had two sons, Louis Frederick, now deceased, and John F. Betz, jr.

GEN. JOHN BIDWELL, land owner, Chico, Cala., one of the earliest pioneers of the Pacific coast, is a native of Chautauqua county, N. Y., where he was born Aug. 5, 1819. His father, Abraham Bidwell, was a Connecticut man and his mother, Clarissa Griggs, a former resident of Massachusetts. Both his grandfathers fought on the right side in the American Revolution.

When John was ten years of age, the family moved to Erie, Pa., thence to Ashta-

bula county, O., and later, in 1834, to Western Ohio, near Greenville. Mr. Bidwell returned to Ashtabula in 1836, and in 1837 attended the Kingsville Academy. Early in 1839, he rode most the way to Cincinnati on a wagon load of farm produce, and traveled thence by steamboat to St. Louis. Going on to Iowa, then a new Territory, he consulted the Governor, Robert Lucas, about the region, and ended by preëmpting a farm on the Iowa river. But ague and fever drove him toward the frontier of Missouri. For two years, he taught school there in Platte county.

Attractive reports of the beauty and fertility of California having reached the settlers of Platte county, Mr. Bidwell organized an expedition to locate in that distant region. Five hundred men signed the pledge to go, but local merchants opposed the movement, and Mr. Bidwell was the only one of the company who repaired to the rendezvous at Sapling Grove, Kan., May 9, 1841. With barely enough money to buy supplies, he started alone, but was joined by others at various points, and crossed the plains and mountains, accompanied by 68 men, women and children. The party encountered enormous herds of buffalo, heavy hail storms, and many Indians, but accomplished the trip successfully, and have since been famous as the first overland expedition to California. Nov. 4, 1841, Mr. Bidwell reached the first settlement in California. The territory then contained a civilized population of only about 15,000 Mexicans and Mission Indians.

Mr. Bidwell found employment with John A. Sutter at the ranch and fort where Sacramento now stands, took charge of one of Mr. Sutter's farms in 1843, and became his bookkeeper and general business men. It was James W. Marshall, one of Sutter's employes, who, Jan. 24, 1848, found gold at Sutter's saw mill, and it was Mr. Bidwell who, shortly afterward, first found gold on the Feather river, and was the first man to carry to San Francisco the news which set the whole country wild.

For many years, Mr. Bidwell prospected for gold with some success. When he had secured about \$20,000 in the precious metal, he purchased a Mexican grant from a Mr. Dickey and located the land at Chico in Butte county. This estate of 25,000 acres, since reduced to 23,000, and now worth \$1,500,000, is devoted to farming and grape growing. The first grapes grown on this ranch were suitable for wine making. No others could be had. But General Bidwell is a pronounced temperance man and in time he destroyed all his vines and replaced them with raisin and table varieties.

General Bidwell has taken an active part in public affairs. While only thirty years of age, he was elected both member of the convention to form a State constitution and a Senator in the first State legislature. In September, 1859, he presided over a State convention in San Francisco called to take action in favor of the project of a Pacific railroad. As an ardent Democrat, he represented his State in 1860 in the Charleston convention, and it is remembered that he was the only member of his delegation who remained true to the Union. During the Civil War he was a Republican. In 1863, Governor Stanford gave him command of the 5th brigade of California militia, and in 1864, his District sent him to Congress. In 1868, he married a daughter of the Hon. Joseph C. G. Kennedy.

ANSON A. BIGELOW, lumberman, Chicago, Ill., was long senior member of Bigelow Bro's, owners of saw mills and pine lands in the Northwest. A native of Easton, Washington county, N. Y., and born Nov. 7, 1833, he was a descendant of that John Bigelow, who emigrated from England to America as early as 1620. Like

many other lads of Washington county, Mr. Bigelow attended school in the village of Cambridge, N. Y., and then put his hands to practical work. Early in life he went West, entered the lumber business, and gradually made his way by energy and good business qualities to large operations. For a long period, he cut and sawed the excellent timber growing in the region tributary to Muskegon, Mich., and, when the profitable pine had been cut off, he sold the saw mill in Muskegon and transferred his business to another field. The firm of A. A. Bigelow & Co. now own a large area of pine forest near Washburn in Bayfield county, Wis., and have built capacious mills there. Mr. Bigelow was prudent and skillful in management and weathered the hard times of 1893-95 with excellent success. Dec. 13, 1859, in Racine, Wis., he married Emma W. Ullman and had two children. A very warm regard for Mr. Bigelow was entertained by the people of Chicago, where he made his home, and he belonged to the Chicago, Calumet and Athletic clubs there. He died Oct. 13, 1895.

ERASTUS BRIGHAM BIGELOW, A.M., manufacturer, Boston, Mass., widely known as the originator of the power loom for carpets, was born in West Boylston, Mass., April 4, 1814. While a mere boy, he showed a great fondness for contriving new appliances and invented several machines, including a loom for making suspenders. His ingenuity revealed itself also in a book which he published on stenography. In 1836, he invented a loom for weaving coach lace, "the first power loom for weaving terry fabrics known in the history of the arts," and followed this with looms for weaving knotted counterpanes and ingrain carpets. He developed the coach lace loom into the power loom for weaving Brussels carpets, and operated it successfully at Lowell in 1845. Specimens of carpets woven on this machine were exhibited at the great London Exhibition in 1851 and received high praise. In association with his brother Horatio, Mr. Bigelow founded the town of Clinton, Mass., and established there The Bigelow Carpet Co., The Clinton Wire Cloth Co., and other industries. He was a logical thinker and entertaining writer on economical subjects and rendered great service to American industry not only by his inventions, but by his work on "The Tariff Question," published in 1862, and his wise support of protective legislation. He was a member of The National Association of Woolen Manufacturers, The American Academy of Arts and Sciences, and The Massachusetts Historical Society. He had acquired a liberal fortune before his death in Boston, Dec. 6, 1879. Mrs. Bigelow survived him with one child, who is now the wife of the Rev. Daniel Merriman of Worcester, Mass.

FREDERICK BILLINGS, lawyer, a native of Royalton, Vt., born Sept. 27, 1823, died in Woodstock, Vt., Sept. 30, 1890. He was the fourth of a family of nine children. While he was quite young, the family removed to Woodstock, where his father, Oel Billings, served for many years as Register of Probate. Frederick graduated from the University of Vermont in 1844, was admitted to the bar in Windsor county in 1848, and 1846-48 served as Secretary of Civil and Military Affairs under Governor Eaton.

In 1849, while on his way to California and waiting in New York for a steamer, news reached him that gold had been discovered near Sacramento. In the great rush which followed, Mr. Billings had the advantage of an early start, and was, in fact, the first lawyer to display his sign in the embryo city of San Francisco. Archibald C. Peachy was his first partner, but Major General H. W. Halleck and Trenor W. Park were taken into partnership, and for many years Halleck, Peachy, Billings & Park were

the leading law firm of San Francisco. Mr. Billings was one of the founders of the College of California, and was once urged to take the presidency. Selling most of his property in California in 1866, he returned East and settled in New York city, living every summer upon a farm of 600 acres near Woodstock, Vt., which had been the birthplace of Geo. P. Marsh, the eminent scholar, and Hiram Powers, the American sculptor. Here Mr. Billings built a beautiful home. The project of an overland railroad awoke Mr. Billings's ardent interest, and the information he had acquired concerning the Pacific coast and the various proposed routes made his counsel of value to capitalists. In the development of The Northern Pacific Railroad enterprise, he was an active participant, and in the reorganization of the company after the failure of Jay Cooke in 1873, he rendered such useful service that the stockholders made him for several years president of the company. He was one of the original promoters of a ship canal to the Pacific, and at the time of his death was chairman of the executive committee of The Maritime Canal Company of Nicaragua, and a director of the construction company. He was also president of The Woodstock National Bank, and a director in The Farmers' Loan and Trust Co., The American Exchange Bank, The Delaware & Hudson Canal Co., The Manhattan Life Insurance Co., The Rutland, Vermont Valley, Connecticut River and Passumpsic Railroads, and a trustee of the Presbyterian Hospital and the Brick Church in Fifth avenue, New York, and of many charitable and religious associations.

Mr. Billings's gifts to the University of Vermont amounted to \$250,000, and, among other donations for public purposes, he gave \$50,000 to D. L. Moody's Mount Hermon School for Boys, and \$50,000 to Amherst college. He was a member of the New York Chamber of Commerce, and of various clubs in New York city, including the Union League, Century and Lawyers', and Down Town Association. He was married in 1862 to Julia, a daughter of the late Dr. Eleazar Parmly, of New York. His wife and five children survive him.

ROBERT CHARLES BILLINGS, merchant, Boston, Mass., was born in that city, Jan. 3, 1819, the child of Ebenezer and Elizabeth Cleverly Billings. The progenitors of the family came from England in 1620, to Quincy, Mass. Mr. Billings began his successful business career as a fourteen year old boy in the house of T. Tarbell & Co. in Boston, August 19, 1833. He was admitted to partnership in 1846 and has remained a partner through the various changes, which have taken place, until the present time, a period of sixty-two years. The firm are now known as Faulkner, Page & Co. and conduct a very large dry goods trade. Mr. Billings is noted for intelligence, conservative methods, perseverance, and careful management. He is interested in several mercantile firms, owns good real estate, and is a Republican and a Unitarian, but not a club man. His wife is Sarah Elizabeth Hill, whom he married in 1859. They have no children.

LORENZO BLACKSTONE, manufacturer of cotton goods in Norwich, Conn., and a gentleman of cultivation, inherited not only the refined character but no small share of the ability of his distinguished ancestor, Sir William Blackstone, famous as a commentator on law, as well as the enterprise of William Blackstone, one of the first settlers of Boston and founder of the family in the new world. In Branford, Conn., where he was born in 1819, he left the local academy to become a merchant. Making his way rapidly, he removed to Norwich in 1857. That was a panic year and not favorable to new enterprise, but in 1859, Mr. Blackstone built a small cotton factory in the village of

Dayvile, which he named the Attawaugan mill and operated with much success. In 1865, he bought the Ballou mill in the same village and thus added another mill to the plant. Cotton goods brought high prices then, and Mr. Blackstone throve to such an extent that he bought the Totokett mills at Occum in 1870, and in 1877, his company erected the Pequot mills in Montville. A keen and penetrating mind, energy, and sound judgment brought success to all of Mr. Blackstone's ventures, while his personal qualities made him one of the most respected citizens of Norwich. He was a director of the great Ponemah Manufacturing Co. and The Thames National Bank and for several years president of The Chelsea Savings Bank. The Attawaugan Co., which operates his mills, is now managed in part by his two sons, William Norton Blackstone, who is treasurer, and James De Trafford Blackstone, who is secretary.

TIMOTHY B. BLACKSTONE, railroad president, Chicago, Ill., originated in the little village of Branford, Conn., March 28, 1829, and has virtually been a railroad man all his life. The majority of Connecticut men, who do not go West or go to the Legislature or Congress and then spend their lives in politics, either grow up on the farms, in the factories or in the railroad service. Mr. Blackstone went into railroads, making a start in October, 1847, as rodman among the surveyors engaged on The New York & New Haven Railroad. One year was pleasantly spent in this work. Location and construction of The Stockbridge & Pittsfield Railroad occupied the next fourteen months, and similar work on The Vermont Valley Railroad from the end of 1849 to April, 1851, Mr. Blackstone being assistant engineer in both cases. This open air life proved beneficial and agreeable to Mr. Blackstone, who, being an able man, developed into an excellent engineer. The next engagement took him to the West, and from May, 1851, to December, 1855, he was active in the location and construction of The Illinois Central Railroad as division engineer of surveys. Civil engineering develops vigorous health and a fearless spirit, but many men find it as a means of livelihood a precarious occupation. A panic and a pause in railroad building throw out of employment in all parts of the country a large force of competent engineers, who must remain idle for years. Men of the stamp of Mr. Blackstone are always in demand, however, and during the period under review, railroad building was being pushed in America with great energy. From the early part of 1856 to January, 1861, Mr. Blackstone was chief engineer in the building and operation of The Joliet & Chicago Railroad; and the stockholders of the road then showed their discernment and high regard by electing the subject of this sketch president of the company, a position he retained until January, 1864. From that date, Mr. Blackstone has been a director and since April, 1864, president of The Chicago & Alton Railroad. Fortune has come to him mainly through the careful husbanding of surplus income and the purchase of railroad securities, which his own labors have rendered valuable. The secret of his success has been work, untiring and intelligent, and the early influences which developed self-reliance and honest character.

ANDREW JACKSON BLACKWELL, a remarkable character and the leading citizen of Oklahoma Territory, was born in Georgia, Jan. 29, 1842, the son of Janos Blackwell, teacher, and Matilda, his wife. He is English by descent on the paternal side and Scottish on the other, and has in addition a slight admixture of Indian blood in his veins. During boyhood he was a farmer but, when the War broke out, he entered the Confederate army, in the 3d Ga. Vols. and after a service of three years, came out

with a title and has ever since been called "Colonel." The South had been ruined by the War and many of the men of both armies went to the new West. Among the whole company, there was probably none of more energetic, versatile and original character than the Georgia soldier. For a while, he was a merchant in Fayetteville, Ark., and then began to take an interest in the public lands, to pre-empt sites, and build towns. Drifting to Kansas in 1864, he built the first house in Ottawa in that State, boomed the town, and served as its Mayor.

In 1882, he took up a site at what is now Blackwell, on the Cherokee strip in Oklahoma Territory, a location not at the time highly prized by others. Under the energetic booming of its founder, the town proved a successful enterprise and is now one of the best inland communities in the Territory. He has been its Mayor and Justice of the Peace. Mr. Blackwell also founded the town of Rock Falls, O. T., and he is president of The North Oklahoma Railroad.

Mr. Blackwell believes that the Indian blood in his veins is of genuine Cherokee extraction, and in 1880 he laid his claims before the Cherokee nation in Indian Territory and asked for recognition as a member of the tribe. The tribal council rejected his claims, but Mr. Blackwell was not daunted and he married Miss Rosa Vaught, one of the most handsome girls in the Cherokee nation, one-eighth of Indian blood, and thus secured by adoption a recognition denied him as a birthright. Mrs. Blackwell had the right to claim a portion of the domain of the Cherokee nation, and upon her property, in 1894, Mr. Blackwell laid out the City of David and started in to boom it. Hearing that he was selling lots to persons not members of the nation, an offense punishable with death, the Indians arrested Mr. Blackwell and held him in durance vile for a time, loaded with chains and hidden in the woods. They tried to extort a confession from him by torture. After losing his luxuriant beard and enduring great sufferings, Mr. Blackwell managed to send word of his plight to his energetic wife, and Mrs. Blackwell promptly aroused such a storm of alarm and indignation that her husband was released. The authorities of the Cherokee nation have done much to hinder him, however, and to thwart his enterprises, but nothing daunts him and the City of David continues to grow, and has schools, stores and even a newspaper, *The David Progress*, of which Colonel Blackwell is editor. In this new city, Colonel Blackwell proposes to build a church, which he has named Solomon's Temple, and of which the corner stone was laid June 9, 1895, in the presence of 5,000 people. He proposes to make it a building to commemorate the life and customs of the Indians.

To him and his wife Rosa have been born three bright children, King David, Solomon and Hazel Blackwell. Colonel Blackwell is a man of sturdy physique, great determination, honest, bold, energetic and a type of the true hustling Western business man. He has built a church at his own expense at Blackwell, and is doing all he can for the cause of Christ and the proper education and training of the young.

JAMES BLAIR, of Scranton, Pa., banker, a brother of John I. Blair, of New Jersey, was born May 15, 1807, at Beaver Brook, Warren county, N. J., the son of James Blair, farmer, and Rachel Inslee, his wife. John Blair, his grandfather, was a Scot, a descendant of the Covenanters, who emigrated to America in 1720. The village school taught young James all that it had to impart, and a country store took him as a clerk at the age of fifteen. Three years were enough, and, at eighteen, Mr. Blair started a store in his own behalf in Marksborough, N. J.

About 1832, he helped found The Belvidere Bank and, in that institution, has made the remarkable record of serving as director for sixty-four years consecutively. Improving means led Mr. Blair in the natural course of events into the development of coal properties and the iron and railroad interests of Scranton, and later into western railroads. These labors compelled him, in 1865, to establish his home in Scranton and there he has since resided. The moral virtues of this family are not more marked than their business abilities, and Mr. Blair has thrived in basket and in purse since his first entrance into affairs. Among the properties in which he now has a large interest are The Lackawanna & Iron Steel Co., The Belvidere National Bank, The Scranton Savings Bank, of which he is president and which is practically owned by James and John I. Blair, The Dickson Manufacturing Co., and The First National Bank of Scranton, but there are others. He is a large owner of real estate in and around Scranton.

Mr. Blair's success has been due to a vigorous constitution, self-reliance, high character, a clear head, sound common sense and persistence, qualities which make him greatly respected in Scranton. His first wife, whom he married in New Jersey in 1834, was Elizabeth Locke. After her death, he married Mrs. Margaret McKinney of Ithaca, N. Y., in 1864, but was left a widower once more. He has been, since 1874, the husband of Mrs. Alice Rodgers, of Springfield, O. His children all came by the first marriage, viz.: A. B. Blair, Mrs. Lauretta A. Coursen, Mrs. Anna B. Linen and C. E. Blair, who are living, and Milton Locke Blair, who died in 1865, and J. Selden Blair, who died in 1889.

JOHN INSLEY BLAIR, the richest man in New Jersey, born in Belvidere, N. J., Aug. 22, 1802, son of James Blair, farmer, earned his first money by trapping muskrats at Brown Creek and rabbits in the woods, for their skins. Sixteen skins sold for \$1. At the age of eleven, he became clerk for a cousin in a store in Hope, N. J., and thereafter saw no more of school. James Blair died when John was fourteen years old and the lad had to help support his mother, seven brothers and three sisters for several years. In 1821, having managed to raise a few hundred dollars, this enterprising and self-reliant youth borrowed a little more money from his mother and a relative and started a general country store in Blairstown, N. J., in partnership with a relative, John Blair. Two years later, Mr. Blair became sole owner, and this venture in trade laid the foundation of all his subsequent success. For forty years, he carried on this store and during most of that time others in Marksborough, Paulina, Huntsville and Johnsonburgh, dealing largely in produce and promoting flour mills and cotton factories.

About 1833, Mr. Blair joined with others in developing the iron mines near Oxford Furnace, an ancient forge, and in 1846, aided in the organization of The Lackawanna Coal & Iron Co., and in buying and rebuilding the railroad from Owego to Ithaca, and next aided in building The Legget's Gap Railroad from Scranton to Great Bend, which was finished in 1851. In 1853, he built The Warren Railroad, and in 1856, took an active part in the consolidation of The Delaware, Lackawanna & Western Railroad, of whose stock he became a large holder.

The large means which the latter enterprise brought to him led him to embark in railway building in the West, especially in Iowa, Wisconsin, Kansas, Nebraska, Missouri, Dakota and Texas. The first railroad across the State of Iowa was built by Mr. Blair, and subsequently he constructed more than 2,000 miles in Iowa and Nebraska. His general plan was to organize a company to go into an undeveloped section and persuade

the people to issue county and city bonds sufficient to pay expenses, the actual building being done by a construction company, in which Mr. Blair was the controlling spirit. More than eighty towns were laid out in the West and a hundred churches erected mainly through his instrumentality. Mr. Blair was one of the original directors of The Union Pacific Railroad, and is now a director in The Warren Railroad, The Blairstown Railroad, which he built with his own capital, 1876-77, The Lackawanna & Bloomsburg, The Delaware, Lackawanna & Western, The New York, Susquehanna & Western, The Oregon Pacific, The Chicago & Northwestern, The Burlington, Cedar Rapids & Northern, The Union Pacific, The Sioux City & Yankton, The Sioux Falls & Dakota, The Chicago & Pacific, The Chicago, Iowa & Dakota, The St. Louis & Hannibal, The Kansas City & Southern, The Cedar Rapids & Missouri River, The Green Bay, Winona & St. Paul, The Green Bay & Stevens Point, The Sioux City & Pacific, The Iowa Falls & Sioux City, The Chicago, Iowa & Nebraska, The Fremont, Elkhorn & Missouri Valley, The Maple River, The Sussex & Mount Hope, The Cayuga & Susquehanna and The Bangor & Portland Railroads, and The Pittsburgh & Wheeling Coal Co. He is president of a bank in Belvidere, N. J., and is considered worth \$20,000,000.

Mr. Blair has always made his home in Blairstown, N. J., and has endowed the Presbyterian academy at Blairstown, which bears his name, with \$150,000, and has founded professorships in Princeton and Lafayette colleges, besides contributing generously to a number of Western colleges. He is a strong Presbyterian, and his benefactions to that church exceed \$500,000. He gave \$70,000 to the College of New Jersey, in Princeton, and \$150,000 to the Blair Presbyterian Academy. In politics, Mr. Blair is a Republican. He was an unsuccessful candidate for Governor of New Jersey in 1868, and took his defeat with good humor. Every national convention of his party since its organization has been honored by his presence as a delegate.

In 1826, Mr. Blair married Nancy Locke, the daughter of John Locke, whose brother, Captain Locke, a soldier in the American Revolution, was killed in a skirmish at Springfield in Morris county. Mr. Blair died in 1888. His children are Marcus L. Blair, now deceased, DeWitt Clinton Blair, Emma L., wife of the late Charles Scribner, the New York publisher, and Aurelia, wife of Clarence G. Mitchell, a lawyer.

WILLIAM BLAIR, one of the most sagacious merchants of Chicago, a pioneer in his field of activity, springs from New England stock. The line of his father, Samuel Blair, had been resident in New England for five generations, and began with that sturdy Protestant, Robert Blair, a Scot by descent, whose family had lived for a long period in Ulster, Ireland, and who himself arrived in the new world in 1718, settling in Worcester, Mass. Hannah Frary, the mother of the subject of this biography, was a daughter of Jonathan Frary and of English lineage. Both parents were natives of Blandford, Mass., and it was after their removal to New York State, that, on May 20, 1818, in the little village of Homer, N. Y., their fifth son, William, was born. The family removed a few years afterward to a farm in the adjoining town of Cortland and in that rural locality William Blair spent his boyhood and acquired his education.

Duty, affection and contentment retain many boys upon the farm all their lives, while temperament and natural powers send others forth to play a stirring part upon the battle field of life. William Blair was fitted by an active mind, upright character and an energetic spirit, for large responsibilities; and when, in 1832, he became a clerk for Oren North, the stove and hardware merchant in the village of Cortland, he entered

upon a vocation, which was destined to tax his abilities to the uttermost and finally to lead him to renown. Although a mere lad, he was eager, hearty, attentive to duty, and useful to such an extent that at the age of eighteen he was selected for an important trust. Mr. North had resolved to open a branch store in the then far West at Joliet, Ill., with the view of transferring his whole business to that part of the country in course of time. William Blair, then only eighteen and never before outside of Cortland county, was given the opportunity to establish the branch house and had the courage and self reliance to accept the mission. Going to Syracuse, N. Y., he voyaged by canal boat to Buffalo, sailed thence to Chicago by the next steamboat on its monthly trip, and made the rest of the way overland. The trip consumed three weeks. The Joliet store was promptly opened, and Mr. Blair carried it on prosperously until the collapse of the land boom in 1837. Mr. North then abandoned the idea of removing to Joliet and even resolved to close the Western store; but Mr. Blair bought the business, put his youthful energy into the difficult task, and carried on the business for five years successfully in a town thought to be ruined. In those days, he took some little interest in politics, and in 1840, as a Whig (he is now a Republican), he attended a convention in Springfield, making the 150 mile trip from Joliet by wagon. The party spent two weeks on the road and were obliged to camp out by the wayside every night.

Chicago was beginning to attract notice as a growing town and in August, 1842, Mr. Blair transferred his business to that city, after previous careful consideration, and placed his sign over a small store at the corner of Dearborn and South Water streets. He was an exceedingly observing and alert man, and being in good credit with Eastern houses soon built up a very promising trade. The West was then growing rapidly in population. Villages and cities were springing up like magic. Mr. Blair saw the opportunity for a wholesale trade, and about 1848, after the opening of the Illinois & Michigan canal, closed the retail branch of his business, thus becoming the first to establish an exclusively wholesale hardware house in Chicago and being at the time the only one in the West outside of St. Louis. From that time forward for nearly half a century, he remained at the head of a constantly expanding and sagaciously managed trade in hardware, cutlery and iron. At various times he admitted others to partnership with him, the first being his brother, Chauncey B. Blair, then living in Michigan City, Ind., but William bought his brother's interest in 1846. In that year his brother-in-law, William E. Stimson, became a partner under the name of Blair & Stimson, but soon retired, and in 1853, C. B. Nelson, former bookkeeper, was admitted to that relation under the name of William Blair & Co., which name was ever afterward retained. In 1856, O. W. Belden, an employé, in January, 1871, James M. Horton, now head of the house, in 1873, Augustus O. Hall, and on Jan. 1, 1888, Edward T. Blair, the latter a son of Mr. Blair, were taken into the concern. During 1853-60, Mr. Blair was a special partner in E. G. Hall & Co., iron merchants in Water street.

In 1847, Mr. Blair moved to a larger store at No. 103 Lake street, and built a larger one at No. 176 on the same street the next year. The large and handsome building at Nos. 179-181 Randolph street was erected in 1865. Both of his stores went down in the great fire of 1871, but within fifteen days Mr. Blair resumed in a previously vacant store at 30-32 South Canal street. By Oct. 1, 1872, he had erected new and capacious business houses at 172-176 Lake street and 179-181 Randolph street.

One of the first men in the trade to appreciate the fact that the products of hard-

ware and cutlery factories were destined to be concentrated in the hands of large jobbing firms in the interior, Mr. Blair made contracts at an early day with various English firms, which brought him large advantages. After the great fire of 1871, builder's hardware was in extraordinary demand, and Mr. Blair's energy proved of great service in the reconstruction of the city. When he retired in 1888 with his son, Edward T. Blair, the event attracted general attention in the trade. Mr. Blair had created a most profitable and extended trade in hardware in the West, and he left it to his surviving partners, who at once incorporated as Horton, Gilmore, McWilliams & Co.

A man of remarkable capacity for work, exact, just in every transaction, prudent and farseeing, Mr. Blair had weathered every panic and calamity with entire success, and at the end of his active management could look back on a record without a blemish. Previous to 1855, he had been an attendant and for a time a vestryman of Trinity Episcopal Church, but, since 1859, he has been a member of the Second Presbyterian Church. Philanthropic work, travel and official duties now engage his attention. He is a trustee of Lake Forest University and has been a manager of the Presbyterian Hospital since its organization. In former times, he helped manage The Young Men's Library Association and The Protestant Orphan Asylum, and was acting president of The Home for the Friendless for several years, a member of The Chicago Historical Society, The Art Institute, and the Union League club, and connected with many other institutions, whose treasuries received liberal contributions from him. He remains a director of The Merchants' National Bank and has been such from its foundation in 1865. Formerly, for several years, he sat in the directorate of The Atlantic & Pacific Telegraph Co. and The Chicago Gas Light & Coke Co.

June 21, 1854, Mr. Blair married Miss Sarah M., daughter of John Seymour of Lyme, O. Two sons were born of this union, William Seymour Blair, who passed away in December, 1861, at the age of six, and Edward Tyler Blair, a graduate of Yale in 1879. Mr. Blair has spent much time in travel in continental Europe and in Mediterranean countries and the British Isles, including the Highlands of Scotland.

EDWARD HARWARD BLAKE, president of The Merchants' National Bank, Bangor, Me., is the son of William A. Blake, a merchant, who, with his brother, the Hon. Samuel H. Blake, a lawyer, made a fortune in dealing in pine lands. When Edward H. Blake came into the world, July 8, 1867, he was far more sure of a life of reasonable ease than most young princes are of their future thrones. Great pains were taken with his education and he had a course at Brown college and post-graduate course at Harvard. He then attended the Albany Law School and practiced law in Bangor until business responsibilities compelled him to relinquish his profession. He was made president of The Merchants' National Bank in 1887. Mr. Blake inherited large means from both his father and uncle, and has shown sense, acuteness and conservatism in their management.

NOAH FARWELL BLANCHARD, financier, Newark, N. J., born in Nashua, N. H., the son of a farmer, Jan. 22, 1821, died in Newark, May 11, 1881. Until of age, Mr. Blanchard spent his time at school and upon the farm, and then learned the tanner's trade. In consequence of the failure of his employer in 1853, he went to Newark, N. J., in search of employment and found it with T. P. Howell & Co., manufacturers of patent leather, who recognized the ability of the young man and made him their superintendent and finally a partner. In 1860, Mr. Blanchard engaged in the manufac-

ture of leather on his own account, taking his brother, David O. Blanchard, into partnership in 1862. In 1869, P. Van Zandt Lane was admitted as a partner, under the firm name of Blanchard, Brother & Lane, and the firm became one of the largest and best known manufacturers of patent leather in the United States. Mr. Blanchard was not only prominent in business circles but was a member of the Trinity Methodist Episcopal Church in Newark, and for twenty-five years the president of its trustees, as well as president of The Law and Order Association, and would have been the candidate of the association for Mayor of the city of Newark, had he not refused the nomination. In politics, Mr. Blanchard was a Republican. He was a member of the Board of Trade of Newark, director of The Merchants' Fire Insurance Co., and one of the gentlemen who organized The Prudential Life Insurance Co., to which more extended reference is made in the life of John F. Dryden in these pages, and was its president at the time of his death.

ELIPHALET W. BLATCHFORD, manufacturer, Chicago, Ill., born in Lansingburg, N. Y., May 26, 1826, came from English ancestry. His education was thorough, ending with a course at Illinois college at Jacksonville, Ill. Studying law, he began practice in New York city and later removed to Chicago, where, in 1854, he began the manufacture of lead, a vocation far more profitable and certainly more attractive to an energetic nature than the law. His firm of E. W. Blatchford & Co., now incorporated, have been extremely successful. Mr. Blatchford has invested his means in banks and other independent enterprises. In 1858, he married Mary E. Williams and is the father of Paul Blatchford, Mrs. Howard S. Bliss, Frances M., Edward W., Charles H., and E. Huntington Blatchford. The Chicago, Union League, University and Commercial clubs have enrolled him among their membership.

DELOS ABIAL BLODGETT, probably the richest man in Western Michigan, makes his home in Grand Rapids. A native of the town of Otsego, N. Y., he was 71 years old March 3, 1896. With a rudimentary education, no capital, a stout heart and the muscular strength of a Hercules, Mr. Blodgett started out in the world in 1845. After some time spent in labor in the Southern States, he went, in 1848, into a saw mill in upper Michigan. In the Fall of that year, he joined Henry Knickerbocker's logging camp on the Muskegon river, and the hearty fellow and good axeman soon became foreman in command. In July, 1850, he joined T. D. Stimson as a partner, in harvesting the prodigal wealth of pine timber at different points along the Muskegon river, but in 1854, having made a little money, severed relations, so as to be free to operate on his own account. Building a saw mill and grist mill on the Muskegon river in the little hamlet of Hersey in 1858, later he improved a farm of 600 acres near by, on which, as well as on another estate of 700 acres in the neighboring county of Missaukee, he has since raised French draft horses. Mr. Blodgett invested his savings largely in low priced pine lands in the Muskegon country, and in 1871, under the title of Blodgett & Byrne, in company with the late Thomas Byrne, he added to the manufacture of lumber the business of dealing in logs and lands. Much of his sawing has been done by mills other than his own; but Mr. Blodgett did not neglect to increase his own milling facilities by buying a plant in Muskegon and another on Muskegon lake, and, in recent years, he has produced more than 60,000,000 feet of lumber annually, the actual management being under the direction of his son, John W. Blodgett. Mr. Blodgett conducts business in his own name, but he is also a partner in Blodgett, Cummer & Dig-

gins, of Cadillac, who cut some of the Blodgett pine, manufacture and market it. Men of the enterprise, experience and means of Mr. Blodgett always extend their business interests in later life, and so it happens that the subject of this sketch is president of The Fourth National Bank, a large stockholder in The Kent County Savings Bank, The Leaf Lumber Co., The Grand Rapids Fire Insurance Co., and other corporations of Grand Rapids, a moving spirit in The Preston National Bank of Detroit, The National Lumberman's Bank of Muskegon, and The Standard Accident & Life Insurance Co. of Detroit, and senior in the bank of D. A. Blodgett & Co. in Cadillac, which, in 1895, was succeeded by The Cadillac State Bank. At least 300,000 acres of pine belong to him in Mississippi, as well as several blocks and buildings in Grand Rapids, some real estate in Chicago, and a goodly amount of street railroad securities. To Mr. Blodgett and his wife, Jennie S. Wood, of Woodstock, Ill., whom he married Sept. 9, 1859, have been born two children, John W. Blodgett and Susan R., wife of Edward Lowe of Grand Rapids. As a delegate, he attended the Republican national convention of 1880.

ARETAS BLOOD, manufacturer, Manchester, N. H., enjoys the fame of being one of the most practical and energetic men of his State. It is interesting to know that the stock, whence he sprang, originated in America with Col. Thomas Blood, his emigrant ancestor from England, in colonial days. One branch of the family spread into Concord, Mass., while Richard M. Blood became one of the proprietors of Groton, Conn. Born in Weathersfield, Vt., Oct. 16, 1816, son of Nathaniel Blood, a farmer, and Roxcellana Proctor, his wife, this young man took enough time away from farming, during the months when the country was buried in snow, to get a fair education in Windsor, Vt. When he left the farm to learn the trade of a blacksmith, it may well be imagined that he struck sturdy blows, his muscles being already as hard as iron. But Mr. Blood had an ingenious mind as well as a vigorous frame, and he soon advanced to a higher branch of the trade and became a machinist; and a machinist, he likes to call himself to-day, although the word does not fully denote the man. Mr. Blood rose rapidly in his trade, became a proprietor of some machine works in Manchester, and, in these later years, has made a reputation in The Manchester Locomotive Works, makers of steam fire engines and locomotives, of which he is now president and principal owner. His productions are well known and sell for a profit in all parts of the United States. At various periods, the business has been especially thriving and given Mr. Blood the means to push out into other enterprises. Among the ventures with which he is connected are The Nashua Iron & Steel Co., of which he is manager; The Manchester Mills, The Amoskeag Paper Mill, The Manchester Hardware Co., The Second National Bank of Manchester, of which he is president; The Boston & Maine Railroad, and The Columbian Canal in South Carolina, being in most, if not all of them, an official of some kind. But there are others yet, his interests being even more varied than indicated above. A business man of energy, upright, conservative, sound and able, he is a useful citizen and of benefit to his State. In politics, he favors the Republican and protective tariff side of public questions, and presided as chairman over the meeting of the Presidential Electors of his State, which cast New Hampshire's vote for Garfield. No clubs whatever win him away from business pursuits. His wife comes from Lowell, Mass., and their children are Mrs. Nora Carpenter and Mrs. Emma French.

HORACE SEYMOUR BLOODGOOD, Providence, R. I., manager of the manufacture of the Perry Davis proprietary medicines, originated in New York city, where he was

born May 15, 1841. He is one of the hereditary members of The Society of the Cincinnati, by virtue of descent from a member of Washington's staff, his great grandfather. While he began life in the modest capacity of a clerk in New York, he was very active in local affairs and served as a member of the old volunteer fire department and went to the front during the Civil War in the ranks of Ellsworth's Fire Zouaves. He bore himself with credit, and being transferred to the Rhode Island artillery came home at the end of his service Captain of Battery G, 1st R. I. Art. In 1876, he entered the works in Providence, in which the Perry Davis medicines were being made, and has retained that connection until the present day. Practically the entire management now rests upon his shoulders. He is a member of the Union, Hope, and Rhode Island clubs of Providence, and the Racquet & Tennis and Manhattan clubs of New York city.

RICHARD JOHNSON BOLLES, Denver, Colo., owner of one-quarter of the famous Mollie Gibson silver mine and president of the Argentum Juniata silver mine, is the second son of Dr. R. M. Bolles, a homeopathic physician, who died in the city of New York in 1866. Mr. Bolles was born in New York city, Aug. 1, 1841. When he left the public schools, he engaged in business first as office boy with George Manley, a Wall street broker. Later, he became an operator in Wall street himself, and experienced the usual ups and downs of fortune in that maelstrom of finance. A member of the Stock Exchange from about 1870 until May, 1884, he then sold his seat and removed to Colorado, in whose mines previous investigation had led him to believe a fortune might be found. Success beyond the average came to him through indomitable will and perseverance and the fact that he has never been seriously ill during his business career. Certainly, inheritance has played no part in his affairs. He has never at any time received money assistance from any source whatever. That which he has accumulated is the result of industry, self reliance, pluck, and determination to win. At present, he is president of the new stock exchange at Colorado Springs, and has retained his large interests in the Mollie Gibson and the Argentum Juniata silver mines through the recent hard times. Mr. Bolles is a large investor in real estate and owns the Hotel Glenwood at Glenwood Springs, in the mountains beyond Aspen. That resort is already famous for its hot springs, dry climate and stupendous scenery. In 1867, Mr. Bolles was married in the city of New York to Miss Julia A., eldest daughter of Sylvester Sherman of Medina, Orleans county, N. Y. She is a lady of cultivation, whose unusual voice and excellent singing are well remembered both in America and in Europe. Mrs. Bolles is not only a vocalist and musician but a linguist, speaking several languages fluently, and a writer of merit, both of prose and verse. She is the author of several plays and of many novels, which have been written merely to occupy her time. Sylvester Sherman, father of Mrs. Bolles, was the grand-nephew of Roger Sherman, a signer of the Declaration of Independence.

CHARLES JOSEPH BONAPARTE, lawyer, Baltimore, Md., grandson of Jerome Bonaparte, brother of the great Napoleon, was born in Baltimore, in which city he has always resided, June 9, 1851. Carefully educated in preliminary schools and by tutors, he then attended Harvard, graduating in 1871, and in 1874, receiving his diploma at the Harvard Law School. He has since practiced his profession in Baltimore. The story of the marriage of Jerome Bonaparte to the beautiful daughter of William Patterson, a prominent ship owner and merchant of Baltimore, and the refusal of Napoleon to recognize the marriage, form a romantic incident in the history of the two countries

and is sufficiently recorded in the general histories of the day. He was a man of wealth, and had two sons, Jerome Napoleon and Charles J. Bonaparte. Each of these inherited property, consisting largely of real estate. Charles J. Bonaparte is a member of various clubs, including the Harvard of New York city. He was married Sept. 1, 1875, at Newport, R. I., to Ellen Channing Day of Boston.

GEORGE HENRY BONEBRAKE, lawyer, merchant and banker, Los Angeles, Cala., one of the most energetic residents of the Pacific coast, is a native of Eaton, Preble county, O. He was born June 9, 1838, son of the Rev. Frederick and Margaret Bonebrake, the father being a clergyman of the United Brethren's Church and of the lineage of Prussian ancestors who settled in Pennsylvania. The boy spent his boyhood on a farm, and at the age of seventeen he left the paternal roof for Otterbein university in Westerville, O., where he spent six toilsome years, paying his own way.

After graduation, Mr. Bonebrake resolved to enter upon a profession and accordingly mastered the mysteries of Kent and Blackstone, under the tuition of Gen. Thomas Brown, at the latter's office in Winchester, Ind. For a time, he supported himself by conducting *The Winchester Journal*, a weekly newspaper, and by teaching the boys at the local academy, as principal of the institution. The great Civil War was then in progress, however, and in July, 1862, the young man responded to the call of duty and enlisted as a private in Co. C., 69th Ind. Vol. Inf., and hurried to the front. There, he saw much arduous duty at the sieges of Vicksburg and Mobile, and during General Bank's famous Red river campaign, and during his more than three years' service won the shoulder straps of a Major, and a brevet as Lieutenant Colonel, later, in the days of peace, receiving from the War Department the medal of honor.

Upon returning to Winchester, Ind., Major Bonebrake entered into partnership with Gen. Thomas Brown, for practice of law, and carried on a very fair business for several years.

When The Citizens' Bank of Noblesville, Ind., was projected, Mr. Bonebrake took part in the organization and became its cashier, a position he filled with credit and profit until 1878. His marriage in January, 1869, with Miss Emma Locke, a former school-mate, eventually led to his removal to the Pacific coast. Two children blessed the union of this devoted couple, Blanche and Percy Bonebrake, the former now the accomplished wife of J. W. Off, cashier of The State Loan & Trust Co., Los Angeles.

In the Summer of 1878, the lungs of Mrs. Bonebrake became seriously affected and her husband took her to Southern California. A stay, intended to be temporary, finally became permanent. Major Bonebrake made a number of investments in Southern California, and as a merchant of wagons and carriages developed a large trade. The great bereavement which he had dreaded overtook him March 2, 1880, and Mrs. Bonebrake then passed away. The Major then applied himself with energy to the development of his business, until his interests extended all along the coast from San Diego, Cala., to Portland, Or. In 1883, he established The Los Angeles National Bank, of which he has been president to date, and he has since established First National Banks in Pasadena, Pomona, Riverside, Santa Ana, and Santa Monica, a State Bank in Santa Paula, and The Savings Bank of Southern California and The State Loan & Trust Co. in Los Angeles. He is also now connected with The Central National Bank of Topeka, Kan., and is undoubtedly one of the largest holders of bank stock on the Pacific coast. These with other interests engross his attention.

The influence of Major Bonebrake has been exerted in the direction of public improvements in Southern California, and the construction of railroads, and many fine buildings in Los Angeles owe their existence to his energy and investments. He is an honored member of the Union League, Jonathan and California clubs of Los Angeles, and a leading member of the local Board of trade, having been its second president.

EDWARD L. BONNER, a merchant of Missoula, Mont., born in Orwell, Oswego county, N. Y., Aug. 18, 1834, is a son of Ephraim Bonner, farmer and lumberman, and of Jane C. Acker, his wife. The pioneers of his father's race in America came from England and were among the first settlers of New York State, while the Ackers are of Holland Dutch descent. Tutored in country schools until the age of thirteen, Edward L. Bonner learned the rudiments of mercantile life in the Catherine street store of Lord & Taylor in New York city, and later in a store in Boston. Emigrating to Oregon in 1857, he tilled the soil, raised cattle, grew up with the country, acted as agent for The Oregon Steam Navigation Co., at Lewiston, Idaho, until 1866, and, before the close of that year, had taken a stock of goods to Missoula and Deer Lodge, Mont., and opened a store under the sign of Bonner & Welch. Out of this enterprise grew the present Missoula Mercantile Co., the largest and most influential house of wholesale and retail grocers in the Northwest, and a number of branch mercantile firms, including E. L. Bonner & Co., in Butte, now The M. J. Connell Co., and The E. L. Bonner Mercantile Co., of Deer Lodge. Mr. Bonner remains a large owner, but gives his attention now mainly to other enterprises. Large returns were gained from timber and tie contracts with The Northern Pacific Railroad in 1881-84. Having secured good timber privileges on the public lands, The Big Blackfoot Milling Co. came into existence at Bonner, Mont., in which Mr. Bonner is interested and which has constructed and now operates a very large saw mill plant. During the boom of 1886-91, Mr. Bonner operated in real estate in Missoula to good advantage and is yet president of The Missoula Real Estate Association. He is also an owner in The First National Bank. Married in Lewiston, Idaho, in 1865, to Carrie S. Kenyon, Mr. Bonner has three children, Charles E., Lenita J., and Bessie A. Bonner. The family spend their winters, as a rule, in New York city, where Mr. Bonner is a member of the Manhattan club and engaged to some extent in business.

CHARLES WILLIAM BONYNGE, stock broker, San Francisco, Cal., is a native of London, England, and was born Oct. 5, 1838. He comes from an old English family of Norman extraction, the possessor of large estates in Great Britain. His father was Thomas Bonyng, of Ranelagh. Mr. Bonyng is a graduate of Scott's College in Dublin, and made his entrance to the business world as bookkeeper in a large exporting house. Migrating to California, he gained a fortune first by mining on the Comstock lode in Nevada, and increased it by buying and selling the shares of silver mines at the Stock Exchange in San Francisco. Mr. Bonyng was at one time president of the Exchange and has retained his membership to this day. He owns a bank in Woodland, Cal., and an interest in The Spring Valley Water Co., and now ranks as one of the large capitalists of the State. A home is maintained in San Francisco, but much time is spent in Virginia and London. He was married June 5, 1869, to Rodie S., daughter of James M. Stephens, planter and member of one of the old prosperous families of Virginia. Mrs. Bonyng descends through the maternal line from George Read, one of the drafters of the Declaration of Independence, a signer of the United

States Constitution, and United States Senator. Their daughter, Virginia, was recently married in London to Viscount Deerhurst, oldest son of the Earl of Coventry, and the youngest daughter, Louise, is the wife of Major John Maxwell, of the 42d Highlanders, and military secretary to the British administration in Egypt. The Union League, Manhattan and Lotos clubs of New York have each made Mr. Bonyng a member.

JOHN W. BOOKWALTER, manufacturer, Springfield, O., born in Rob Roy, Fountain county, Ind., in 1837, is of Pennsylvania Dutch ancestry. Reared upon a farm and taught at country schools, Mr. Bookwalter gave promise of an interesting career by a display of the constructive temperament, in the making of two or three telescopes and other mechanical contrivances. While a boy, he also aided in converting an old saw mill on the farm into the first grist mill in that part of the country. The saw mill gave him the first remunerative employment. When a new water wheel had become necessary, Mr. Bookwalter was sent to Springfield, O., to buy one from James Leffel, manufacturer of turbine wheels, and being obliged to wait a few days while the turbine was being made, he was lodged in Mr. Leffel's home and promptly fell in love with Miss Eliza Leffel, whom he subsequently married. Mr. Leffel liked the young man, took him into the factory in Springfield and finally admitted him into partnership. There were various partners in the firm, but changes took place and Mr. Bookwalter finally rose to the head of the establishment and nearly sole ownership. Under his very able direction, the business soon expanded and the manufacture of the Leffel turbine wheel and the Bookwalter upright engine is now the largest industry in Springfield. As he gained capital, he extended his interests, and is now, among other things, president of The Bookwalter Steel & Iron Co. of New Jersey, proprietor of the Lagonda hotel and a handsome business block and opera house in Springfield, and owner of *The Mechanical News*, a newspaper devoted to manufacturing interests. He is also a large owner of farming lands in Illinois and Nebraska and has a 20,000 acre sheep ranch at Missouri Creek, and possesses many books and the finest art gallery in his city.

ALFRED BOOTH, packer, Chicago, Ill., son of Benjamin and Margaret Booth, was born in Glastonbury, England, Feb. 14, 1828, and came to America about 1848, locating on a farm near Kenosha, Wis., on Lake Michigan. When in 1850, he went to Chicago, it was for the purpose of putting his knowledge of rural and piscatorial pursuits to better use, and he started in business as a dealer in vegetables and fish, with stands in the North and State street markets. Mr. Booth had a marked talent for trade, promoted the new and more profitable features of his business, became a large dealer in oysters, and, as time wore on, opened stores and packing houses in different parts of the city. Hard labor and close application finally enabled Mr. Booth to create out of nothing an immense and extended trade in fish, oysters and fruit. In 1880, Alfred E. and William V. Booth, sons, came into partnership with their father under the title of A. Booth & Sons, and the concern is now incorporated as The A. Booth Packing Co., capital \$1,000,000. The three men named are its officers. There are collecting houses for oysters, fruit and salmon in California and Oregon, and for fish at Manistique and Escanaba, Mich., besides several others of minor importance at other points, while the products of the packing houses are marketed through the agency of branches in numerous large cities. Mr. Booth married in April, 1849, Miss Isabella Hews of Chicago, and has four children, Alfred E., William V., Margaret E. and Marian Alice.

JAMES BOOTH, Paterson, N. J., manufacturer, was a son of Joseph Booth, a dry goods merchant and farmer in Cheshire, England. Born in Doddington, Jan. 1, 1833, he died in Paterson, Aug. 20, 1894. A student until sixteen years of age, Mr. Booth was then indentured as an apprentice in the silk making trade in Leake. In 1854, he came to America by the sailing ship *Sarah Sands*, hoping to better his position, and at first secured employment as clerk in a dry goods store in New York city. A few months later, he removed to Paterson and was appointed under foreman in the silk mill of John Ryle, pioneer of the silk industry in that city. In two months' time, Mr. Ryle made the energetic young man foreman in the finishing department, but this did not content him, and, in May, 1855, Mr. Booth began the manufacture of tailor's sewing silk on his own account in the Beaver mill, beginning with fifteen men and \$3,000 worth of machinery. The same year, Robert Hamil and he formed the partnership of Hamil & Booth, which entered upon an exceedingly successful career. One enlargement of the mill heralded another, and the firm finally rose to be among the most extensive operators in the city. They now have two mills. When Mr. Hamil died, Sept. 11, 1880, Mr. Booth succeeded as head of the house. Mr. Booth never took part in public affairs but was an active spirit in business matters in Paterson. He was one of the organizers of The Passaic County Savings Institution and director during its whole existence. A member of the Board of Trade and of various silk associations in Paterson and New York city, he also served as director in The First National Bank, The Paterson Savings Institution, and The Paterson Opera House Association, and held stock in *The Paterson Press*. For convenience he joined the Merchants' Central club in New York city. Two sons survived him.

NEWTON BOOTH, merchant and public man, Sacramento, Cala., began life as a lawyer, but was on that account all the better merchant when he went into trade, and as a politician and orator, found his legal training so valuable, that, aided by tact, a fair insight into human nature, and great energy, he never suffered defeat in a contest for any office to which he aspired. Born in Salem, Washington county, Ind., Dec. 30, 1825, he was so fortunate as to secure a college education and graduated from Asbury University (now De Pauw), in 1846. After mastering the elements of law in Terre Haute, he received authority to practice in 1849. It was at this time that gold was discovered in California, and Mr. Booth joined the rush to the Pacific coast. Gold was the quest of the vast majority of emigrants to that then savage region, but cool-headed men often found more wealth in other pursuits. Mr. Booth consulted his own interests by giving up the law and, turning from the frantic rush to the mines, he embarked in business pursuits in Amador county. Later, in February, 1851, he opened a store for the sale of groceries in Sacramento. For six years, he carried on a lively trade and then returned to Terre Haute and practiced law for three years. The year of 1860 found him again in Sacramento, where for twenty years he devoted much time to politics. He was an attractive orator, and espoused the cause of the people in every controversy. In 1863, the city sent him to the State Senate, and in 1871, he became Governor of the State as an independent candidate, holding the position until 1875, when he resigned to accept election as United States Senator, as the candidate of the anti-monopolists. His term in Washington lasted from March 9, 1875, to March 3, 1881. Upon retiring, he returned to mercantile life, and in the firm of Booth & Co., built up a large wholesale trade in groceries with every part of the coast. His death occurred July 14, 1892.

GAIL BORDEN, inventor of condensed milk, was the son of New Englanders. Born in Norwich, N. Y., Nov. 6, 1801, he died at his home in Borden, Tex., Jan. 11, 1874. In 1814, a great emigration of population took place to the westward and the Borden family joined it and settled in Covington, Ky., moving afterward to Madison, Ind. Their son, Gail, an adventurous youth, seems to have begun life as a school teacher in Mississippi and to have done some surveying both for county and Federal authorities. In 1829, he moved on to Texas and took an active part in public affairs there, sitting as delegate in the convention for the separation of Texas from Mexico and making the first topographical map of Texas, compiled from surveys of which he had charge. Having been appointed to the Land Office in San Felipe, he settled in that place and in 1835 started *The Telegraph and Texas Land Register* in company with his brother, Thomas H. Borden. This newspaper was transferred to Houston, in time, and enjoyed the honor of being the first and only newspaper in that region during the Texan war for independence. When Texas became a republic, President Houston appointed Mr. Borden the first collector of the port of Galveston, and as a surveyor he laid out that city into streets and squares. During 1839-57, Mr. Borden acted as agent of The Galveston City Co., which owned several acres of land on which Galveston has since been built. These labors brought him some means. It was in 1849, that the needs of the emigrants, crossing the plains, suggested to Mr. Borden the desirability of condensed food; and finally, after some experiments, he offered for sale his production of "pemmican," afterward made famous by use during Dr. Kane's Arctic expedition. He also invented the "meat biscuit," gained a medal for it at the World's Fair of 1852, and lost all his means in its manufacture, owing to the opposition of the army contractors. Mr. Borden then came North and after other experiments applied, in 1853, for a patent for condensed milk, which was given to him in 1856. A company was formed to manufacture the new product, and factories were opened in Brewster's, N. Y., and Elgin, Ill. Factories were in later years started in other localities. The late War created an enormous demand for condensed milk, and, after some hesitation, the public of the country at large made use of it in ever increasing quantities. Mr. Borden also produced an extract of beef, building a factory in Borden, Tex., to make it, condensed tea, coffee and cocoa, and juices of apples, grapes and other fruits. But it was the condensed milk to which the larger part of the great fortune he accumulated was due.

HENRY LEE BORDEN, president of The New York Condensed Milk Co., Chicago, Ill., was born about sixty years ago in the State of Texas, son of Gail Borden, to the head of whose company he succeeded upon the death of the worthy father. H. Lee Borden was born to wealth and position, therefore, but has developed the sturdy qualities of physique and the noble elements of character, seen more often in the children of adversity. Although his principal business interests are in New York, Mr. Borden lives in Chicago, his company operating an extensive plant at Elgin, Ill. Recently, one shipment from his Elgin factory to San Francisco freighted an entire railway train.

Notwithstanding his immense business, Mr. Borden appears to be without a care, philosophically enjoying life as it proceeds, full of humor and good health, rich in hope, diffusing cheer on every hand. He presents the best example of a happy man, not dependent for his enjoyment upon externals but drawing for his joy upon an unfailing source within. His hair is whitened somewhat, but his large, erect, muscular frame and elastic step indicate that age as yet has made no marked impress upon his general

vitality. He professes to have mastered the secret of youth, health, progress and happiness, and furnishes in his own personality strong evidence of the claim. The writer has examined, with some care, the probable sources of his enviable physical and mental qualities. They are, temperance, life in the open air, brain discipline to overcome the tendency to habitual business hurry, and the establishment of the faculty of instantaneous diversion from care, and last, but not least, the practice of invariable kindness, thus relieving the brain entirely of the memory of painful omissions as well as commissions, in connection with the lives and concerns of his fellow men. The writer believes Mr. Borden is not known as the giver of large gifts to famous institutions of charity, but he is aware of many obscure and unnoted needs, which have felt in gratitude his benefactions, whose aggregate would constitute a not inconsiderable fortune. Wherever his footsteps stray, his kind deeds betray his whereabouts—deeds done with a genuine sympathy which much enriches their value.

Mr. Borden spends his summers in his cottage at St. Clair Springs, Mich., and there enjoys the mighty sweep of the clear deep river, which flows grandly before his door. His steam yacht, the *Penelope*, is the especially graceful beauty among the numerous private craft of the locality. Mr. Borden has ability to use wealth for his own enjoyment and that of others. The evidence of his prosperity excites no envy. He is felt to be the friend of his neighbors and a benefactor of the race.

JAMES WILLIAMSON BOSLER, merchant, Carlisle, Pa., second son of Abraham and Eliza Herman Bosler, was born at Hoguestown, Cumberland county, Pa., April 4, 1833, and died Dec. 17, 1883, at his office in Carlisle. He was of German ancestry and several of his forbears were soldiers in the American Revolution. Educated at New Kingston Academy and at Dickinson College, where he took a partial course, Mr. Bosler entered business life as a student of law and merchantile clerk in Wheeling, W. Va., a school teacher in Ohio, and a merchant in Moultrie, O. In 1856, his store having been burned, he removed to Sioux City, Ia., where he established the banking firm of Bosler & Hedges. Not long afterward, Mr. Bosler took a number of government contracts, under which he furnished large quantities of grain, cattle and other supplies for the Indian tribes and Western military posts. He was the organizer and president of The Palo Blanco Cattle Co. of New Mexico, Stephen W. Dorsey and Colonel Robert G. Ingersoll being associated with him in this enterprise. It was upon Mr. Bosler's own extensive ranches on the North Platte in Nebraska that the first co-operative system of "round ups" was organized. His cattle bore the B bar brand. After 1866, he made his home in Carlisle, Pa. He was an organizer of The Independence National Bank of Philadelphia and a director at the time of his death, and was also president of The Carlisle Manufacturing Co. and connected with The Carlisle Gas & Water Co.

In politics, he was always prominent, at first as a Democrat, being in 1860 a delegate to the celebrated Convention at Charleston, S. C. Later, he figured largely in Republican politics. With Levi P. Morton, George Bliss, Jesse Seligman, A. Kuntz, J. A. Stewart and Charles Lanier, he became, in 1880, one of the large contributors to the National Finance Committee. The election of President Garfield was due to him as much as to any other man in the United States, the financial part of that campaign being organized by him, when it had begun to droop. It was also largely due to his influence that Benjamin Harris Brewster, a warm, personal friend, was appointed to the cabinet of President Arthur. James G. Blaine found Mr. Bosler one of his warmest

supporters for the Presidency and took especial pains to attend Mr. Bosler's funeral, being moved to tears as he looked upon the face of his old friend. The handsome James W. Bosler Memorial Building, of Dickinson College, perpetuates his name. Active, generous, public-spirited, but unpretentious, with a boy's heart, a man's head, and an open hand, he was the friend alike of rich and poor, and always a leader, but without pretension.

In 1860, Mr. Bosler married Miss Helen Beltzhoover, of a prominent family in Cumberland county, and his surviving children are Frank C., Mary Eliza, DeWitt Clinton and Helen Louise Bosler.

JONATHAN BOURNE, New Bedford, Mass., gained a fortune partly in the principal industry of early days at that famous seaport, namely, the operation of ships and the capture of whales for their oil and bone. He was born in Sandwich, Mass., March 25, 1811, and began life in New Bedford as a merchant's clerk, afterward being admitted to partnership. Having made some investments in whaling ships, he sold his mercantile business and devoted his attention to vessel property and whaling industry. At one time, he was the largest owner of whaling tonnage in New Bedford, possibly in the United States. His quaint old sailing craft brought to the wharves of the town many a profitable cargo. Mr. Bonner was honored with selection for various political offices and was active in the management of corporations. He was a promoter and large owner of the stock of the Bourne cotton mills in Tiverton, R. I., where the plan of giving operatives a share of the profits was tried for many years. Liberal gifts were made by him to the town of Bourne and to other objects. In 1878, he became president of The Merchants' National Bank. He died Aug. 7, 1889, leaving his large property to his wife and family.

JONATHAN INGERSOLL BOWDITCH, LL.D., merchant and financier, Boston, Mass., was the son of a very well known man and member of a family conspicuous in New England for at least a century. In 1802, his father, Nathaniel Bowditch, mathematician, issued "The New American Practical Navigator," calculated and compiled by himself. This was a work of immense value to sailors, sea captains and merchants in New England, and in successive editions in revised form it filled the place of a standard book of reference for years. Nathaniel Bowditch died March 16, 1838. His son, Jonathan, was born in Salem, Mass., Oct. 15, 1806. The kindly feeling entertained toward his father smoothed the entrance of young Mr. Bowditch to mercantile life, and after a useful experience as a clerk in Boston and supercargo of trading vessels, he settled down on shore and became a successful merchant in the India trade. When he retired from commercial affairs with a fortune, he accepted the presidency of The American Insurance Co. Later in life he became trustee of large estates. Scientific investigations always interested him, and he edited several editions of the "American Navigator," being also a fellow and for some time treasurer of The American Academy of Arts and Sciences. In 1849, Harvard College bestowed upon him the degree of A.M. and later that of Doctor of Laws. For many years, he and his brothers maintained their father's collection of books as a library for public reference, and finally added it to The Boston Public Library, the subject of this memoir making an annual gift of \$500 for its maintenance. Mr. Bowditch died Feb. 19, 1889, at his home in Jamaica Plain. By will, he gave \$10,000 for the maintenance of the Bowditch collection in the Boston Library and the purchase of works on mathematics and astronomy, and divided

\$23,000 among Harvard College, the Dorchester Industrial School, the Asylum and Farm School for Indigent Boys and other public institutions.—**CHARLES P. BOWDITCH**, son of the latter, was born in Boston, Sept. 30, 1842, and was educated in the local schools. He began as manager of the William W. Wadsworth estate in the Genesee Valley, N. Y., and his business life has been passed in the care of that and other estates as trustee and attorney. Having inherited means from his father, he invested them in corporations, and is president of The Pepperell Manufacturing Co., and The Laconia Co., which operate large cotton mills in Biddeford, Me., and is a member of the executive committee of The American Bell Telephone Co. He is also an owner in The Merrimack Manufacturing Co., The Nashua Manufacturing Co., The Salmon Falls Manufacturing Co., The American Telephone & Telegraph Co., The Jackson Co., and The Massachusetts Hospital Life Insurance Co. Mr. Bowditch is a trustee of his father's estate and a member of various clubs, including Union, University, Country, City and Harvard clubs of New York city. He was married in Lenox, Mass., June 12, 1866, to Cornelia Rockwell, daughter of Judge Julius Rockwell, and their children are Cornelia, Lucy Rockwell, Katharine Putnam and Ingersoll.

JAMES BOYCE, capitalist, Muncie, Ind., is the only person of considerable wealth within the walls of the "banner city of the natural gas belt" of Indiana. Born in Belfast, Ireland, from Huguenot ancestry, April 7, 1833, and educated at the public schools, he began life at twelve years of age in a linen factory at almost incredibly low wages, better suited to India than to a civilized land, namely, 9 cents a day. Mr. Boyce lived on corn mush and buttermilk, of which, at any rate, he had twenty-one meals a week. Shortly afterward, he was taken to France to teach the art of making linen. Remaining there about four years, he came to the United States as a sailor. His life has ever since been one of constant endeavor, his mottoes being honesty, industry and economy. In Muncie, he is now senior member of James Boyce & Co., manufacturers of baskets and D and long handles for shovels and spades, and the owner of large investments in real estate and other prosperous interests, treasurer of The Boyce Rivet Co., makers of rivets and machinists, and The Tappan Shoe Manufacturing Co., and president of The National Gas Lines Heat, Light & Power Co., and The Citizens' Enterprise Co. Natural gas, of which Muncie has an abundant supply, has proved a great boon to the manufacturers of that city, and factories are frequently operated to their full capacity there, when other cities are compelled to restrict their production. Mr. Boyce is a member of the Commercial club and the Real Estate Exchange, and has taken the highest degrees in Odd Fellowship and Masonry.

ALEXANDER BRADLEY, manufacturer and banker, Pittsburgh, Pa., was born in Baltimore, Md., Oct. 31, 1812. He never knew his father, who died when the boy was a few months old. Going to Pittsburgh in 1827, he served as an apprentice in the iron concern of W. T. McClurg, and after working for one or two other concerns, became a partner, in 1836, in the Franklin foundry, owned by W. T. McClurg & Co. Pittsburgh, although already a large manufacturer of iron, did not make stoves, and, in 1845, Mr. Bradley with his brother Charles formed the firm of A. Bradley & Co., and entered upon the manufacture of stoves. Charles died in 1848, but Alexander Bradley went on alone and long held the position of leading stove manufacturer of Pittsburgh—toward the end of his active management producing 21,000 stoves a year. He has finally retired from that industry, leaving the business to his son. Mr. Bradley was the first

treasurer of The National Association of Stove Manufacturers. In recent years, he has been known as a banker. He organized and opened the doors of The Tradesmen's National Bank of Pittsburgh, Dec. 31, 1864, and has managed that institution as president down to this date. Among other official positions held by him are those of vice president of The Pittsburgh Bank for Savings, and director of The Monongahela Navigation Co. and other corporations, and he has been a director of the old Trust Co., which became The First National Bank, The Citizens' National Bank, and long a trustee of Western University and Allegheny College. Sterling qualities and an upright and capable character make him greatly esteemed. Among other trusts held by Mr. Bradley is that of president of the trustees of the Deaf and Dumb Asylum. He is a loyal American, but has travelled extensively.

DAVID OGDEN BRADLEY, banker, son of Henry Bradley, the candidate of the Liberty party for Governor of New York in 1846, was born in Penn Yan, N. Y., April 27, 1827, and died in Dobbs Ferry, N. Y., Feb. 16, 1895. Educated at Hamilton college and equipped with the degree of Master of Arts, he began business life in 1849 as a banker and dealer in real estate in Chicago. In 1854, he removed to New York city, busied himself with the same occupations there, and in 1861, helped organize the Open Board of Brokers. In 1879, he was appointed receiver of The Mutual Benefit Savings Bank. He organized The Tarrytown National Bank in 1882 and was its president continuously until his death. Mr. Bradley was a successful man and had various investments in real estate in New York city, Brooklyn, Auburn, Penn Yan, and Dobbs Ferry, his home being at the latter place. He had been a member of the Legislature and was president of The Dobbs Ferry Historical Society, Sleepy Hollow Cemetery, and the Capture of André Monument Association, and a leader in nearly every movement for the promotion of the welfare of Dobbs Ferry. He was frequently called to preside over public celebrations and meetings.

NATHAN BALL BRADLEY, lumberman, Bay City, Mich., an old resident of a city of saw mills, salt works, and ship yards, was born in Lee, Mass., May 28, 1831, and is a descendant of an early English emigrant. William Bradley, his father, a tanner, moved to a farm upon the Western Reserve in Ohio in 1835. Nathan attended the district school and a select school, and then learned a trade as an apprentice. With a companion, he then started upon an exploring expedition to the West, and arrived in Oshkosh, Wis., in October, 1849, in debt to his companion for a part of his travelling expenses. A saw mill gave him employment for a while, but he returned to Ohio in 1850, and in 1852, was drawn West again by the fragrant breath of the pine woods. Settling in Lexington, Mich., he engaged in lumber manufacturing on a small scale, and, when the scanty local supply of pine was exhausted, moved to the Saginaw valley, which has since become famous for its vast production of white pine lumber, in quality the best in the world. In 1858, his operations were transferred to Bay City, where he soon became one of the most prominent lumbermen in the town. From the first, Mr. Bradley has exhibited a commendable pride in the city, and a wise regard for his own interests, by contributing to the construction of railroads to Bay City, promoting and managing the first street railroad there, and aiding in other schemes. He became a manufacturer of salt soon after the discovery of brine in his section, and was one of the first to aid in the formation of the salt association of the Saginaw valley. A capable man always finds more than enough to do in this bustling world, and Mr. Bradley is identi-



W. L. Pringle

fied with banks, and has served his fellow citizens in local offices, the State Senate, and in Congress, 1873-77. Mr. Bradley has seen Bay City grow from a small frontier hamlet to a population of 29,000 souls, and no one has contributed to the result more than he. Nearly all the churches in his own vicinity and many in adjoining counties have been built in part through his contributions. Two sons, Elmer E. and Frederick W. Bradley, are now partners in the firm of N. B. Bradley & Sons. The firm have recently dismantled their old mill in Bay City, and their sawing is done by Bradley & Hurst at Deer Park, Mich., and by Ross, Bradley & Co., planing mill owners in West Bay City, in both of which firms they are interested. Mr. Bradley is the owner of bank and other stocks and much real estate, a partner in H. C. Wason & Co., lumber merchants of Toledo, O., a member of the Masonic order and a substantial and highly esteemed man.

NATHANIEL LYMAN BRADLEY, manufacturer, Meriden, Conn., dwells in a city whose industries and the inventive genius of whose sons have caused her to take an exalted position among the manufacturing sections of the world. Prominently identified with the manufacturing interests of Connecticut and justly ranked among the leading and progressive citizens of New Haven county is Nathaniel L. Bradley, who possesses in a remarkable degree the traits of character which have made the name of New England synonymous with integrity and uprightness. He traces his ancestry to the Hon. William C. Bradley, who came from Bingley, Eng., in 1643, and was one of the early settlers of New Haven, Conn. Levi Bradley, his father, was born in Cheshire, Nov. 11, 1792, and married Abigail Ann Atwater. Their family consisted of Emiline, wife of Alfred P. Curtis, of Meriden; Samuel A. Bradley of Cheshire, William L. Bradley of Boston, and Abby Ann, wife of Walter Hubbard of Meriden. Of the children, Nathaniel L. Bradley is the only surviving member. Levi Bradley was a progressive farmer and a man of marked influence in his native town, whose moral worth made for strong and wholesome virtue in the community. His sympathies were decidedly Christian and in the conscientious observance of all religious duties he was heartily joined by the entire family circle. The advancement of the interests of the church found in him an earnest supporter. Although a close student of passing events, he gave much time also to the study of history, in which he was deeply interested to the close of his life. He died, March 18, 1877, honored and respected by a large circle of friends and acquaintances. Mrs. Levi Bradley, although now at the advanced age of ninety-six years, retains her mental and physical vigor in a remarkable degree.

Nathaniel L. Bradley was born in Cheshire, Conn., Dec. 27, 1829. His boyhood was passed in his native town, where the rudiments of an education were acquired in the district schools. He subsequently entered the old Meriden academy, then under the supervision of John D. Post, and graduated in 1845, Dexter R. Wright at that time being the principal. Mr. Bradley then entered the employment of E. B. M. Hughes, a hardware merchant in New Haven, and remained one year, when, at the request of his parents, he returned to his native town, very much to the regret of Mr. Hughes, and devoted himself to farm work. His ambition rose above agricultural pursuits, however, and, after remaining on the farm a short time, he began work in a clock factory in Southington, Conn., at a compensation of \$1.25 per day. It was there that his eminent business ability, which has shown resplendent in later years, began to show itself, and the young man rose rapidly in the appreciation of his employers. Within a short time he was offered a contract for making clocks in this

factory with its capacity of 300 per day, and readily accepted it. Later, in the event of the great accumulation of goods, which compelled stoppage of the works, it was proposed to Mr. Bradley that he should visit New York, Philadelphia, Baltimore and Washington, for the purpose of selling the goods of the company. The success of his venture demonstrated practically the traits of his character, illustrated his great business tact, and was not less gratifying to himself than to the president of the concern, and resulted in the dismissal of the other salesmen, Mr. Bradley being chosen not only the representative salesman of the company, but also elected a director.

The year of 1852 marked the inception of the great industry in Meriden, with which Mr. Bradley's name has since been associated. The Bradley & Hubbard Manufacturing Co., as originally organized, was composed of Nathaniel L. Bradley, William L. Bradley, Walter Hubbard and the Hatch brothers, the capital being \$5,000. The business rapidly increased and two years later, more capital being an imperative necessity, the Hatch brothers disposed of their interests, and the new company of Bradley & Hubbard was organized, consisting of Walter Hubbard, William L. and Nathaniel L. Bradley. The business continued under this name until 1862, when William L. Bradley disposed of his interest to Nathaniel L. Bradley and Walter Hubbard. This co-partnership lasted until 1875, when a joint stock company was formed, bearing the name of The Bradley & Hubbard Manufacturing Co., and C. F. Linsley was admitted, then in the employ of the company. No change in the holdings of stock or in the organization has occurred since that time, with the sole exception that C. P. Bradley, son of Nathaniel L. Bradley, has been admitted as a stockholder and director and is also his father's private secretary and treasurer. The present organization of the company is: Walter Hubbard, president; Nathaniel L. Bradley, treasurer; and C. F. Linsley, secretary. This company has enjoyed almost phenomenal success, and, from a small concern, employing only six workmen, it has grown to own and occupy an immense plant of brick buildings, with a floor area of nearly seven acres, employing about 1,500 operatives, with offices and sales rooms in New York, Boston, Chicago and Philadelphia. Keeping abreast of the great stride in the manufacturing world, The Bradley & Hubbard Manufacturing Co. has adopted the most improved machinery and give the closest attention to the best and most artistic class of work to be found in this or any other country. The highest attainments in art are made subservient to the taste of the trade, and each successive year denotes the greatest possible skill in intelligent artisanship. The products of the company have a ready and large sale, not only in the United States but in foreign countries. The show rooms in Meriden form one of the beautiful places, to which visitors to the city are taken, being a true exponent of the city's mechanical ability and proof of the enterprise of Messrs. Bradley & Hubbard. Their manufacture is in the line of chandeliers, brackets, piano lamps, banquet lamps, bordeaux lamps, table lamps and hanging lamps for oil in brass, bronze and wrought iron, all of which have the celebrated B. & H. burner. Oil stoves are also made in great variety. Gas and combination gas and electric fixtures are made in bronze, brass and wrought iron, and comprise what are conceded to be the finest goods made, both in artistic design and finish. Bronze statuary, bronzes, stationers' art goods, brass tables with onyx, brass and wrought iron and irons, fenders and fire sets, clocks in ornamental iron cases, taking the place of French clocks, and a variety of elegant ware in bronze and brass, not readily classified, are to be seen at their elaborate show rooms

Mr. Bradley has always manifested a lively interest in all matters affecting the welfare of Meriden, and his period of residence there covers the most important era in the city's growth, during which, from a business center of 3,000 people, Meriden has increased to one of the leading manufacturing cities of New England, with a population of 30,000. Although too thoroughly engrossed in the management of large business interests to accept office, as often as it has been urged upon him by his fellow citizens, Mr. Bradley has served the city as Alderman and acting Mayor, and has exerted a strong influence in the improvement of the city in its physical features—its streets, parks and cemeteries being objects of his special care. He is president of The Meriden Park Co. and president of The Meriden Hospital. He is also interested in various financial enterprises in Meriden, which are greatly benefited by his mature judgment and clear business foresight. He is a director of The First National Bank, The City Savings Bank, The Meriden Fire Insurance Co., being also vice president of the latter, The J. D. Bergen Co., The Meriden Trust & Safe Deposit Co., The Meriden Horse Railroad Co., The Meriden Republican Publishing Co., and other financial enterprises. He is also a trustee of the State School for Boys, was elected, in 1896, vice president and treasurer of the new Meriden Board of Trade, and has ever been a liberal supporter of every public enterprise. He is also a member of the Sons of the American Revolution.

Politically, Mr. Bradley is an earnest Republican. In charity and religious life, his influence is especially strong. He gives freely and constantly to proper objects of charity, and every good work has his sympathy and aid. He was among the first to provide liberally for the work of the Y. M. C. A., to the erection of whose building he subscribed cheerfully and generously. He has been very closely related to the work of the First Congregational Church, of which he is a member, and gave a princely sum towards the erection of its handsome edifice. For nearly twenty-seven years, Mr. Bradley has been chairman of the committee of this society, and through all that time has studied and labored earnestly to build up a harmonious and prosperous fellowship.

His financial interests are not confined alone to the city of Meriden. He is interested in The Dunnellon Phosphate Co., near Ocala, Fla., formed, in 1890, with a paid in capital of \$1,200,000, whose property covers an area of 30,000 acres, the shipping point being Fernandina, Fla. The business of the company is the mining of rock phosphate, which is the foundation of all phosphate fertilizers. The annual product is at present 75,000 tons a year, which can be increased to any amount, as the demand requires. The product is all marketed in London, Eng., where it finds a ready sale. Mr. Bradley, as capitalist, is also interested in the salt works at Warsaw, N. Y., which are conducted under the name of The Bradley Salt Co. The brine of the salt produced by this company is absolutely colorless, and the Bradley Granulated Salt, which is made by a new patent process, is conceded to be the best in the world. The company also makes a specialty of table salt, which, from its excellence and purity, commands a large sale. The present capacity is 5,000 barrels per day, which can be increased to any amount, as the demand requires.

Oct. 25, 1860, Mr. Bradley united in marriage with Hattie E., daughter of Seldon and Lucy Hooker (Hart) Peck, of Kensington, Conn., and their family consists of one son, Clarence P. Bradley, who, as mentioned above, is associated with his father in business. Mrs. Bradley is a worthy helpmate, and encourages the good spirit of her husband by co-operation in his benevolent and religious designs. Their residence is

delightfully located on a principal street, and is one of the most beautiful in the city. Notwithstanding his active business life, Mr. Bradley has crossed the Atlantic six times.

Prominent among Mr. Bradley's personal traits is his sound and discriminating judgment and his fearless and impartial discharge of official and private duties. He is a man of spotless integrity and of quick apprehension, accuracy, method and faithfulness in business. These qualities make him an acknowledged leader in the community. Decision of character, tact and sagacity are indicated in every line of his strong, earnest face, and, when united with his strong physique, the picture is complete of a man born to achieve success in business and to command the confidence of his associates.

WILLIAM L. BRADLEY, manufacturer, Boston, Mass., born on a farm in Cheshire, Conn., in 1826, received a better education than most farm boys, having had the advantage of a year at Southington academy, a year at Cheshire academy and six months at the Lancasterian school in New Haven. Beginning life at thirteen as dry goods clerk in New Haven, he was a partner within the first six months, and at seventeen became a salesman for Charles Parker of Meriden. With the consent of Mr. Parker he embarked in an outside venture, leaving the management to a partner, and at the end of the first year found himself actually \$20,000 in debt. Mr. Bradley refused to compromise and settled the debts in full, Mr. Parker raising his salary of \$3,000 to \$6,000 and paying it for four years in advance, Mr. Bradley serving the four years without further compensation, maintaining himself by outside endeavors. In 1861, he removed to Boston, to manufacture fertilizers. He was without capital, but he presented his views to the late Oakes Ames, a man of penetration, always willing to help a young man of merit, who advanced a small amount of money, taking Mr. Bradley's notes in return and a verbal promise of one-fourth of the profits. Mr. Bradley at once built a factory in the Back Bay district of Boston, and transacted a business of \$15,000 in the manufacture of fertilizers the first year. The business is now enormous, employing over 1,500 men and a capital of over \$4,000,000. The original factory was outgrown within three years and a new one built at North Weymouth, Mass., which formed the nucleus of the present immense works. In 1871, Mr. Bradley was obliged to obtain an extension of time, but in two years' time he had paid in full to the amount of \$523,000 with interest. In 1872, Mr. Bradley organized The Bradley Fertilizer Co.

ANTHONY N. BRADY, financier, Albany, N. Y., born Aug. 22, 1843, in Lille, France, in a family which had fled from Ireland to escape political persecution, was brought to the United States in youth and reared in the city of Troy, N. Y. This brilliant operator in large corporate enterprises began life in the financial department of a barber shop of the Delavan House in Albany, N. Y., being, in fact, the cashier of the concern. By careful saving of his wages, Mr. Brady gained the money to go into a tea store of his own in Albany, and, in course of time, became the proprietor of several "China tea stores" in Albany and surrounding towns. The next step was the taking of contracts for the supply of granite and construction of pavements and sewers in Albany. These operations increased his bank account considerably. With Roswell P. Flower, Edward Murphy, E. C. Benedict and others, Mr. Brady then formed a syndicate, which obtained control of the gas companies of Albany and reorganized them as The Municipal Gas Co., of which he is president, and by the use of water gas and other improvements created a rich and flourishing corporation. Since then, he has operated largely in Chicago gas stocks, in the horse railroad systems of

Albany and Troy, which have been converted into trolley lines, in the so-called "Huckleberry" street railroads of the northern part of New York city, the Providence street railroad consolidation, The Metropolitan Traction Co. of New York, and the Brooklyn street car systems. By consolidating independent lines into large companies, increasing the capital stock and imparting value to the new stock issued, he has gained a large fortune. Mr. Brady is a cool, incisive, energetic man, with unusual capacity for work. His wife was formerly Miss Marcia A. Myers, daughter of a Vermont lawyer, and their family comprises two boys and four girls.

EDWARD BREITUNG, mine and land owner, Marquette, Mich., was one of the only two men who gained wealth from the mineral lands of that region and remained residents of Marquette. A native of Schaekau, Germany, in 1831, he came to Marquette in 1858, with a stock of clothing, worth about \$2,000. He opened a store and by close attention to business, gained some surplus capital. A short time after his arrival, Mr. Breitung bought a half interest in a tract of land, which afterward proved to contain the Republic iron mine. A small investment yielded him a fortune. About 1875, he paid \$100,000 for an interest in some pine and iron lands in Vermillion county, Minn., and added a large increment to his means by the sale of standing timber to lumbermen. Fortunate real estate investments around Marquette and Negaunee brought him further wealth, and when he died in March, 1887, he was worth more than two millions. He left this large estate to his son, Edward N. Breitung, and his wife, who is now Mrs. Mary Kaufman, wife of Nathan M. Kaufman, president of The Marquette County Savings Bank.

CHARLES EDWARD BRESLER, a merchant, Detroit, Mich., is a native of Cannstadt, Silesia, Germany, where he was born, Nov. 16, 1816. Receiving a little education in European schools, he was compelled to leave home at an early age and work for his own support. The family came to the United States while Charles was young, and in 1841, the courts admitted him to American citizenship. It was in the fur trade of the Northwest that he first made his mark, and he now conducts a successful fur business in New York city and Detroit, with a branch in Leipzig. Investments in real estate in Detroit and New York city and in several banks in the United States and Germany, occupy him now to some extent. Mr. Bresler is not a club man, but belongs to the Masonic order. In 1861, he was united in marriage to Minnie Marshall, and their children are Arthur Lebel Bresler, now a general in the army of Venezuela; Rosa, Joseph M., Annie, Eugene A., and Amanda A. Bresler. After the death of Mrs. Bresler, he married, in 1885, Louise Krueg, and they have one child, Victor C. E. Bresler.

GARDNER BREWER, a public spirited and successful merchant of Boston, Mass., was born in that city, May 1, 1806, and died at his country seat in Newport, R. I., Sept. 30, 1874. The son of a merchant in the West India trade, and himself a distiller at the commencement of his career, he soon abandoned all other vocations, founded the firm of Gardner Brewer & Co., and embarked in a commission dry goods business. Many of the largest mills in New England entrusted him with the sale of their goods, which he marketed both in Boston and at branch houses in New York and Philadelphia. Mr. Brewer was a Republican, and greatly interested in politics and industrial development, and by great sagacity, energy and skill in organization gained a fortune of more than two millions. A liberal use of his wealth was made for public objects. The beautiful fountain at the angle of the Common was only one of his public gifts. In

the great Boston fire of November, 1872, Mr. Brewer's warehouse was totally destroyed, but, before the end of 1873, he had replaced the building with one of greater size and convenience—the costliest in Boston. His house was built upon the site of the residence of John Hancock of historic fame. The survivors of his family were his wife, Mrs. Mary Weld Brewer, and two daughters, Mary Elizabeth, wife of George H. Penniman of New York, and Caroline Abigail Brewer. Mrs. Brewer was a member of the Weld family of Roxbury, one of the oldest and most respected in the State, and had the honor to be born in the old Weld mansion, which is yet in possession of the family. She was a lover of fine paintings and the owner of a remarkable collection, and surrounded herself always with the evidences of exquisite taste. She was generous in charity, and when death overtook her Dec. 15, 1889, at the age of eighty-five, the poor of Boston lost a warm hearted and liberal friend.

SIMON LATHAM BREWSTER, banker, Rochester, N. Y., born in Griswold, Conn., July 27, 1811, is a son of Elisha B. Brewster, a farmer. The family descend from Elder Brewster, of the *Mayflower*. Mr. Brewster gained an education in the schools of his native town, spent his minority on the farm, and then found employment for ten years as a carriage maker at Jewett City, Conn. In 1841, he removed to Rochester, N. Y., and there conducted a retail and wholesale grocery trade for eighteen years, retiring in 1859. In 1863, he became president of what is now The Traders' National Bank, of Rochester, an old institution, originating in 1852 as The Eagle Bank, and reorganized under the national laws. Mr. Brewster has conducted the affairs of the institution with close attention and success to the present time, and is now probably the oldest president of a national bank in the State. His high character has won general esteem. Among his investments is a large interest in The Flower City Hotel Co. Mr. Brewster was married Oct. 14, 1844, to Editha Chloe Colvin, and has two children, Henry C. and Jane Eunice Brewster. Mr. Brewster was long a supervisor of the county, and is a director in The Flower City Hotel Co. The family is one of the most reputable and cultivated in the city of Rochester.

PETER BRENT BRIGHAM, capitalist, was born in February, 1807, at Bakersfield, Vt. His father died while he was a lad, and he went to Boston on horseback, arriving with fourteen dollars in his pocket and no expectations, and found humble employment as clerk in a grocery store. He then began to sell oysters on his own account, at first peddling them with a wheelbarrow, and finally opened an oyster store on Hanover street in 1828. In 1836, he bought Concert Hall, and, in the ownership of a restaurant, which he conducted for forty years, met with great success. Mr. Brigham invested his savings in real estate, which advanced in value, and in railroads. He was one of the first promoters of the Hoosac Tunnel road, president of The Nashua, Acton & Boston Railroad and a director in the Fitchburg road. At the time of his death, May 23, 1877, he had amassed a fortune of over \$1,300,000, nearly all in real estate. Having no wife or children, he gave his property mainly to public objects. After about \$250,000 in specific bequests to relatives and friends, including \$40,000 to the town of Bakersfield, Vt., to be invested as a permanent fund for caring for the graves of his parents, brothers and sisters, and as a Brigham School Fund for education there, he provided that after twenty-five years, the residue of his estate should go for a Brigham Hospital in Boston for the indigent, thus, in the end, making a noble use of a fortune acquired in the most honorable manner.

JOHN BRISBIN, corporation lawyer, born on a farm in Sherburne, Chenango county, N. Y., July 18, 1818, died at his home in Newark, N. J., Feb. 3, 1880. John worked on the farm in boyhood, attending school in the Winter, first as a pupil and then as a teacher. The fertile lands and growing population of the West tempted him to spend a little time in that section of the country, but he soon came back and settled in Tunkhannock, Pa., where he acted as paymaster and bookkeeper for a canal company. Meanwhile, he had married, and when he concluded to study law, he taught school to support himself, and his wife nobly aided him by giving music lessons. Mr. Brisbin practiced law for two years at Tunkhannock and for a while in Milwaukee, Wis., but again returned to Pennsylvania, and was afterward elected to Congress from the Luzerne district. While conducting a case against The Delaware, Lackawanna & Western Railroad, in 1854, he displayed so much shrewdness and ability, that the company considered him too good a man to ignore, and accordingly appointed him its own assistant counsel. Thereupon, Mr. Brisbin removed to Scranton, and became superintendent and afterward president of the railroad, and later general manager of the lines of The Delaware, Lackawanna & Western Railroad. In that relation he continued until 1870. He was also counsel for The Delaware & Hudson Canal Co., The Rome, Watertown & Ogdensburgh Railroad, and The Lackawanna Iron & Coal Co. His services were handsomely remunerated. At the time of his death, he had lived in Newark about ten years.

CHARLES ARTHUR BROADWATER, banker and business man, Helena, Mont., was a native of St. Charles, Mo. Born Sept. 25, 1840, he died May 24, 1892, from the effects of la grippe, contracted the year before in New York city. His parents were Charles Henry Broadwater, merchant and in early life a sea captain, and Anne Smith, his wife, while the American ancestors of Mr. Broadwater were Virginians of English and Spanish descent. Educated in St. Louis, the young man began life at sixteen as a strong, hard working clerk in a clothing house, and in 1860, went to Colorado, arriving in Montana in 1862 and taking up a variety of occupations to make a living, including trade with the Indians. After locating in Montana, he served as wagon master for a freighting concern for four years, when he purchased an interest in the business. He was actively engaged in the adventurous and interesting pursuit of freighting goods over the plains by wagon trains until 1879, and for many years supplied the United States military posts with provisions, etc., under contract, being post trader at Fort Assiniboine and Fort Maginnis for some time. He finally located in Helena, and in 1882, founded The Montana National Bank, of which he was president. Being full of energy, he took an interest in a large variety of enterprises and originated numberless schemes for the benefit of the city and State. The Montana Central Railroad, of which he was the president, was built by him, and so was Hotel Broadwater in Helena, the latter at a cost of \$450,000. James J. Hill of St. Paul and he were partners in The San Coulee Coal Co., the bulk of whose coal is consumed by The Great Northern and The Montana Central Railroads; and Mr. Broadwater also held a large ownership in The Great Falls Water Power & Town Site Co., was president of banks in Great Falls, Livingston and Neihart, and otherwise active in affairs. Jan. 15, 1873, he married Julia K. Chumasero of Helena, Mont., and his wife and two children survive him, the latter being Charles Chumasero and Antoinette Wilder Broadwater. Mr. Broadwater was a member of the Democratic National Committee and the Montana, Silver Bow and Rainbow clubs of Helena and the Manhattan club of New York.

CALVIN BRONSON, manufacturer, Toledo, O., came from a New England family and inherited the character of a Warwick. Scrupulously honest, reared in moderate, even poor circumstances, he started out early, with a limited education, prompted in part by differences with a step mother. It was as a manufacturer of tobacco at works in Centerville and Toledo, O., and as a wise manager, inspired with energy, that he made his fortune. His experiences with the world of business during the active part of his four score and six years made him careful and mistrustful. He personally managed his large estate of over \$800,000 and kept his own counsel to the last day of his life. His will then showed that he had great solicitude for one child and his grandchildren, to whom he left all he had gained in life, and further, to assure it to them, he left it in trust with a friend, one he had never been disappointed in, satisfied that his promise was as good as his bond. He owned a large amount of real estate in Toledo, and had built some of the finest and most substantial fire-proof buildings in the city. At his death, Jan. 18, 1892, at the age of eighty-six, he was survived by one daughter, Mrs. Agatha E. Messenger, wife of Charles R. Messenger.

ALMON BROOKS, M.D., Chicago, Ill., born in Warren, O., in March, 1841, was educated in the public schools and left home at an early age, following the profession of school teacher for several years and meantime qualifying himself in preliminary studies for his life work. In July, 1865, he graduated from the medical department of the University of Virginia, and located in Memphis, Tenn., but removed from that city in 1868, to establish himself in practice at the Hot Springs of Arkansas. Visitors to that resort testify to his extensive employment there for many years. In the full tide of success, he departed for his present field, the city of Chicago, led by ambition, regardless of seeming pecuniary sacrifice, to the center of a larger population. In Chicago, all of his energies have since been applied to professional work, and to this day, he attends to these duties with unabated interest and enthusiasm. Like many others, Dr. Brooks, at a period of great financial depression, invested his savings in Chicago real estate, and the fortunate result of his operations in that branch of practical enterprise, due largely to the phenomenal growth of the city, has added his name to the list of those who are prominent in the business world.

CHAUNCEY BROOKS, merchant, Baltimore, Md., sprang from the farm and lived to become a highly prosperous resident of the leading city of Maryland. Like others of the prominent citizens of Baltimore, he was of New England origin, having been born in Burlington, Conn., Jan. 12, 1794. He died May 18, 1880, worth \$3,000,000. In 1813, he left the roof of his father, who bore the same name as he, and made his way in Baltimore for a time. After 1822, Baltimore became his home permanently, and not long afterward he formed the firm of Booth & Brooks to engage in a wholesale trade in drugs. A large trade was built up with districts tributary to the city. Mr. Brooks had many different partners as he went along and the firm name underwent quite a number of changes, but Mr. Brooks was always the head of the concern. No greater excitements fell to his lot than those which grow out of the management of business undertakings, but these commanded the utmost vigor of his mind. He was a director in the old Savings Bank of Baltimore, and president thereof for more than thirty years after 1844. In 1856, he was made president of The Baltimore & Ohio Railroad. Salt works in the Kanawha region and other forms of enterprise were promoted by him. Four sons survived him.

HORATIO G. BROOKS, locomotive builder, Dunkirk, N. Y., originated in Portsmouth, N. H., Oct. 30, 1828, the descendant of some of the earliest pioneers of New England. He died at his home in Dunkirk on April 20, 1887. About 1838, his family, moving to Dover, N. H., let Horatio finish his school studies in that place. The building of The Boston & Maine Railroad through Dover powerfully interested the inhabitants of the town, and, so little ever happens in a small community, that then, as in these latter days, the arrival and departure of railroad trains were always watched by curious groups of idlers, young and old, and by none more eagerly than by Horatio G. Brooks. The lad had a natural fondness for mechanics and made the acquaintance of the engineers, who frequently allowed him to ride on their locomotives. At the age of sixteen, he went as an apprentice into the printing press factory of his cousins, Isaac & Seth Adams, but in 1846, destiny led him into more congenial work in the shops of The Boston & Maine Railroad in Andover, Mass. But he longed for a place on an engine, and secured it as fireman in 1848, being promoted to be an engineer before he was twenty-one. In 1850, when construction of the western division of The New York & Erie Railroad was begun at Dunkirk, N. Y., Mr. Brooks was sent to that point in charge of a locomotive from Boston, and is remembered as the pioneer locomotive engineer of that section. In the Fall of 1856, he moved on westward to Aurora, Ind., to take the place of master mechanic of The Ohio & Mississippi Railroad, but was so greatly missed that, in 1860, the Erie Railroad sent for him, made him master mechanic of the company at Dunkirk, and in 1862, division superintendent and master mechanic of two divisions. The sound ability, good judgment and energy of the man commended him so strongly to the company that, in 1865, they appointed him superintendent of motive power of the whole road, with headquarters in New York city. When the company fell into financial straits, it proposed, in 1869, to close the Dunkirk shops. That gave Mr. Brooks the opportunity of his life. Leasing the shops on his own account and resigning his official position, he began business in Dunkirk, Nov. 13, 1869, under the name of The Brooks Locomotive Works. Hard work and the experience of previous years fitted him for this undertaking, and he was successful in weathering every financial storm and in developing a large and profitable business. From one locomotive a month, under the impulse of his strong mind and unceasing activity, the works grew until they were producing about two hundred locomotives a year. In 1883, the company bought the works back again at a fair price. Mr. Brooks was three times Mayor of Dunkirk and a highly respected man. The works are yet in operation, employing 1,200 men in busy times. March 6, 1851, Mr. Brooks married Miss Julia A. Haggett, of North Edgecomb, Me., who survived him with three daughters.

MOSES BROOKS, a pioneer of Cincinnati, O., born Oct. 31, 1789, in Tioga Centre, N. Y., died May 12, 1869. Of English lineage, and the son of John and Bethiah Goodspeed Brooks, he was educated in Olean, N. Y., and in Cincinnati. A lumber merchant in the early days, he came into the ownership of forest lands in Pennsylvania, whence he shipped large quantities of lumber by raft and flat boat to Cincinnati. It was upon a flat boat, fitted up with every possible convenience, that he took his wife, Lydia Ransom, whom he married Feb. 9, 1812, on her bridal trip down the Ohio river to Cincinnati, where the party arrived in safety after a delightful sail. As a lumber merchant, Mr. Brooks became prosperous, widely known and influential. But this business did not content him entirely, and, having studied law, he went into partnership

with Nicholas Longworth, his intimate friend, in that profession, in Cincinnati, and was able, in 1865, after more than half a century of active labor, to retire with a fortune. The versatility of Mr. Brooks was quite unusual. He was a strong Republican and figured to some extent in politics, being elected at one time to the City Council, and took part in the management of banks and other business enterprises. He also wrote plays, which were acted at the theatres in Cincinnati, and on one occasion, a theatrical address from his pen, recited between the farce and play, by Mr. Collins, actor and proprietor, with taste and energy, elicited the enthusiastic applause of the audience, which clamored for the author's name. The occupant of a log cabin in early life, Mr. Brooks passed his closing years in a palatial mansion on Mount Auburn, a suburb of Cincinnati. His children were Ransom, Mary Ann, Angeline, Caroline, Eliza, Bethiah, and William Ransom Brooks.

GEN. GEORGE S. BROWN, banker, Baltimore, Md., was for half a century the active head of the famous old bank of Alexander Brown & Sons. Alexander Brown, founder of the bank, was a native of Ballymena, Antrim county, Ireland, where he was born, Nov. 17, 1764. To him were born in Ballymena, four sons, William, George, John Alexander and James. The family came to America in 1800, settling in Baltimore, where, after a prosperous career as a linen merchant, Mr. Brown founded the bank of Alex. Brown & Sons, in partnership with his four sons. He died April 6, 1834. The parent bank soon established the houses of Brown, Shipley & Co., in England, Brown Bro's & Co., in New York, and Brown Bro's & Co., in Philadelphia, and at one time conducted a larger business than the Rothschilds.

George Brown remained in Baltimore, becoming the head of the local house and a large owner in Baltimore & Ohio securities, and retired in 1838, dying Aug. 26, 1859.

Gen. George S. Brown, son of George, took charge of the local bank. He was born May 7, 1834, upon the site of the present City Hall of Baltimore. A partner in the bank at twenty, and the inheritor of wealth from his father, he gained a larger fortune by his own ability. In 1857, he married Miss Harriet Eaton of New York. Governor Swann appointed him Paymaster General of the State, an example followed by several other governors. An active business man, General Brown engaged in many forms of enterprise, and, in politics, was a leader in the reform movement of 1859, which overthrew the "Plug Ugly" element in Baltimore, and in similar movements in 1875 and 1889, being in the latter year chairman of the nominating committee of 100. He was prominent in the Presbyterian church, a manager of The House of Refuge and trustee of the Peabody Institute and the Blind Asylum. He was also for many years president of The Baltimore & Havana Steamship Co., vice president of The Canton Co., and director in The Union Railroad Co., The Calvert Sugar Refinery, and The National Mechanics' Bank. He died May 19, 1890, at his home in Baltimore.

HENRY CORDES BROWN, contractor and financier, Denver, Colo., was born Nov. 18, 1820, near St. Clairsville, O. Samuel Brown, his father, a Scot by descent, fought at Bunker Hill in the American Revolution, bore arms also in the War of 1812, and died when Henry was seven years old. The boy had previously, at the age of two, lost his mother, a member of the Newkirk family and of German descent. At work on a farm near St. Clairsville, until sixteen, Henry C. Brown spent the \$150 he had acquired by inheritance of ten acres of land from his father, upon a year's tuition at Brooks Seminary. He then learned the carpenter's trade and during 1844-52 worked

partly with his brother, Isaac H. Brown, a prominent builder and contractor in St. Louis, Mo., and in part for himself, and in 1852, crossed the plains to California with an ox team, the trip from St. Joseph, Mo., consuming one hundred and ten days. Building operations in Placerville, Cala., Portland, Or., and Olympia, Wash., and a lumber business at the mouth of the Whatcom river, occupied him for a while, and he then sailed for San Francisco, where he built under contract a number of cottages, houses and fine business buildings, including General Sherman's fire-proof bank. General Sherman and he were warm friends. While in St. Louis, Mr. Brown had received \$1.50 per day for his services, but in San Francisco earned \$10 a day.

The panic of 1854 cost Mr. Brown the \$50,000 he had then saved, but by building labors in Oroville, Lynchburg and Marysville, Cala., he soon saved \$6,000, and in December, 1857, sailed for Callao, Peru, and there engaged in a commission and ship chandlery business. The country did not suit him over well, and coming home via Hampton Roads, he reached St. Louis in May, 1858, and in the construction of a hotel at a point sixty miles above Omaha, lost all his money again, the owners not keeping their contract. Reaching St. Louis with sixty cents in his pocket, fifty of which went for a breakfast and the other ten for an apple, Mr. Brown resumed his trade there and at Decatur, Ill., and in 1860, arrived in Denver, the possessor of \$2,500. In Denver he ever afterward remained, growing rich by building contracts and operations in lands and mines. In the Spring of 1864, he took up a homestead claim of one hundred and sixty acres, at \$2.50 per acre. The property is now worth millions. He was one of the builders of the Denver street railroad, and built and owned Brown's Palace Hotel, which cost \$1,600,000. Among his other properties are four hundred acres of mineral land in Gilpin county, Colo.; two hundred acres in Pueblo, Colo., eighty acres lying in the heart of the present city; mines in Summit, Boulder and El Paso counties and the Cripple Creek region, and much other realty. April 16, 1875, Mr. Brown gave ten acres for a site for the Capitol of Colorado. So large and valuable were his holdings that the taxes upon his real estate now amount to more than \$350,000 a year.

In August, 1859, Mr. Brown married Miss Jane Thompson, who died in San Diego, Cala., Feb. 11, 1893. May 2, 1895, he married Miss Mary Matthews. His children are James H. Brown, lawyer; Caroline M., wife of R. T. Cassell; and Sherman Brown.

HENRY FRANCIS BROWN, financier, Minneapolis, Minn., is another American, who shouldered the burden of his own support early in life and with no capital, other than brains and a little public school education, has made his mark. Born in Baldwin, Me., Oct. 10, 1838, son of Cyrus S. and Mary Burnham Brown, and confronted with toil from the start, he worked on the home farm, taught school, and at the age of seventeen, went West to resume farming and later to become a lumberman. A farmer, however, he is to the present day, but now solely for recreation. As a manufacturer of lumber in Minneapolis, he has in recent years displayed so much energy and ability, that he has amassed a fortune with the entire good-will and respect of the community. Savings have been in part invested in real estate, which has greatly advanced in value in spite of the recent hard times, and in part in corporate enterprises; and Mr. Brown is now president of The Union National Bank, vice president of The Minneapolis Trust Co., and president of The Minneapolis Land & Investment Co., the latter being an important enterprise, with \$1,500,000 capital and owning about seventy-five houses, stores and factories, with street railways and other plant. Mr. Brown owns much of

the stock of The North American Telegraph Co., and is connected with The Minneapolis Street Railway Co., and is a member of the Minneapolis club. Upon his farm ranges the finest herd of Short Horn cattle, it is believed, in the world at this time, which won more laurels at the Columbian Exposition in Chicago than any other there. Mr. Brown was married July 19, 1865, in Saco, Me., to Susan H. Fairfield.

JOHN BROWN, long known in Boston as the "West End millionaire," was a native of Waltham, Mass., the date of his birth being Feb. 18, 1811. While his name was not remarkable in any way, the man himself was. He could trace his lineage as far back as 1373 in England, and it is recorded that his ancestor came to America from Swan Hall in Hawkedon. This shrewd, hard headed and energetic being had a moderate education in Waltham and began life as a farmer. Fortune smiled upon him for the first time when he became a provisions merchant on Beacon Hill in Boston. Aristocratic families make their homes in this neighborhood and Mr. Brown had the wisdom to turn the fact to account. He kept the choicest of goods and charged the highest of prices, his patrons paying him what he asked in order to assure themselves of being well served. From this business, he retired worth about \$50,000. Serving then as one of the Assessors of Boston for a period of eighteen years, he evolved into one of the best judges of real estate in the community and operated in that class of property to some extent. Investments in the copper mines of Lake Superior and loans of money increased his means, which were added to by a profitable interest in The Boston Water Power Co., The Quincy, The Franklin, and The Pewabic Mining Co's and The Metropolitan Steamship Co. Mr. Brown once sat in the Legislature of the State. By his marriage with Isabella Brown of Boston, Feb. 12, 1834, he had two children, Isabella and John Edward Brown. He died Aug. 16, 1893.

JOHN BUNDY BROWN, an influential and public spirited citizen of Maine, born May 31, 1805, in Lancaster, N. H., died at his home in Portland, Me., Jan. 10, 1881. The son of Titus Olcott Brown, farmer and manufacturer, and Susannah Bundy, his wife, he sprang from old American and Puritan stock, tracing his lineage to Thomas Brown, one of the first settlers of Lynn, Mass., in 1631, presumably an Englishman, and John Bundy of Plymouth, Mass., in 1630, who is believed to have immigrated from Holland or Belgium. Mr. Brown inherited sterling traits of character and in a loving home circle grew into a promising manhood. A college education was denied him, but he learned much that the public schools and Hebron Academy had to teach, and by subsequent observation and reflection became a remarkably well informed man. Owing to loss of property by his father, young Mr. Brown felt obliged to earn his own living at an early period, and at twenty entered a trader's store in Portland. An alert mind, strong common sense and abounding physical vigor, guaranteed his progress and he soon became the partner of St. John Smith in a prosperous grocery business. In 1845, Mr. Brown built a sugar manufactory in Portland, for which he imported molasses direct from the West Indies, and engaged in foreign commerce.

The bank of J. B. Brown & Sons was founded by the subject of this memoir, and a great variety of enterprises in Maine and elsewhere came in part under his energetic management. He was one of the original corporators of The Atlantic & St. Lawrence Railroad, now merged in the Grand Trunk system, a director and for many years and until his death its president. He was also a director of The Maine Central Railroad and a power in its affairs, director of The Portland, Saco & Portsmouth Railroad and,

for a brief period, of The New York, Lake Erie & Western, one of the promoters and largest stockholders of The Toledo, Peoria & Warsaw Railroad, and a director of corporations in Portland, including The Portland Co., The Rolling Mill Co., The Kerosene Oil Co., The Glass Co. and The Maine Steamship Co., and The First National Bank, as well as president of The Portland Savings Bank. The Board of Trade made Mr. Brown its first president and he was president of Maine General Hospital, a manager of The Portland Benevolent Society, and a trustee of Bowdoin college, in which institution he founded a scholarship in memory of his son, James Olcott Brown.

In politics, Mr. Brown had little part. Originally a Whig, he was prominent in the organization of the Republican party in Maine, and was elected to the Maine Senate in 1856 and a Presidential Elector in 1860, but otherwise never held office, although a staunch Republican. He belonged to the Union League club of New York city.

The family of Mr. Brown consisted of his wife, Ann Matilda, daughter of Capt. Philip Greely, whom he married Sept. 30, 1830, and five children, Philip Henry, who died Oct. 25, 1893; Matilda; James Olcott, also deceased; Brig. Gen. John Marshall Brown, and Ellen Greely, married to William Henry Clifford, son of Justice Nathan Clifford, of the United States Supreme Court. Mr. Brown was a generous, strong, kindly natured man, simple in manners, devoted to his family and absolutely without reproach in all relations in life.

JOHN CARTER BROWN, merchant and manufacturer, was a member of one of the most powerful families in Rhode Island. Born in Providence, Aug. 28, 1797, he died there June 10, 1874.

Nicholas Brown, his father (April 4, 1769–Sept. 27, 1841), descended from Chadd Brown, a Baptist minister, who fled from persecution in Massachusetts, and was subsequently associated with William Wickenden in pastoral labors. In 1781, Nicholas Brown inherited means from his father, Nicholas, one of four famous brothers, and, with his brother-in-law, Thomas P. Ives, founded the famous firm of Brown & Ives, which is yet in existence and has the highest mercantile credit in New England. This house originally engaged in shipping and the foreign trade, but withdrew from the sea during the decadence of American maritime interests and invested its capital, at the right moment, in cotton factories and other industries in New England, and is now wholly occupied with these interests. It was in honor of Nicholas Brown and in recognition of his gifts, amounting nearly to \$100,000, that Rhode Island college changed its name to Brown university. He afterward gave two buildings to the university.

John Carter Brown graduated from Brown University in 1816, and became the partner of his father in time to obtain a thorough acquaintance with affairs, before the responsibilities of management fell upon him. It was during his time that the maritime and commercial ventures of the firm were abandoned. The industrial prosperity of Rhode Island was greatly promoted by his investments, and he was part owner of several cotton factories and interested in other industries. In politics, Mr. Brown was a Republican, but he shunned notoriety and never cared for public office. Like his father, he promoted the interests of Brown university, and gave in all \$160,000, and was a liberal patron also of art and literature. Although actively engaged in business, he maintained an interest in literary matters and collected a fine library of Americana, considered at the time the most complete in the world. On several occasions, eminent

historians in Europe availed themselves of his courtesy to peruse valuable books in this collection. He was a trustee of Brown university, 1828-42, and a fellow, 1842-74. A full account of this family is given in "The Early History of Brown University."

Mr. Brown was a man of noble character, clear judgment and sound physique, and by his regular habits and open air exercise, retained his activity and clearness of mind until the last.

JOSEPH EMERSON BROWN, lawyer and public man, Atlanta, Ga., illustrated anew, in his remarkable career, the old adage, that "honor and fame from no conditions rise." Vigorous in temperament and determined in mind, he made his way from small beginnings to the highest stations in the gift of the people of his State and died a man of fortune. Born into an humble home in Pickens county, S. C., April 15, 1821, he spanned the age referred to by the Psalmist and died in Atlanta, Nov. 30, 1894. When he was a lad of fifteen, his family moved to Union county, Ga., travelling in an oxcart, and "Joe," as he was popularly called to the end of his life, marched along barefoot. The young man received only a rudimentary education, but he was endowed with brains, and men of this stamp succeed with or without schooling. In Georgia, Mr. Brown began life as backwoods school teacher and became a lawyer in Canton in 1845. He afterward received a course at the Yale Law School. Plain in manners but of great natural force and sterling common sense, he soon gained a large practice and his personal popularity led to his election to the State Senate in 1849. In 1852, he was a Presidential elector on the Pierce ticket, and in 1855, was elected judge of the Superior Court on the Blue Ridge circuit. It is an interesting fact, that Mr. Brown never met defeat at any popular election.

In 1857, after an animated canvass, he became Governor of the State by over 10,000 majority. He was successively re-elected by increased majorities in 1859, 1861 and 1863, and during the Civil War supported secession and the Confederate government with determined energy, although opposed to the conscription act. During that long struggle, he was noted for his vigor in supplying men and means to carry on the War. In 1864, he refused to make terms with General Sherman, denying that he had authority to do so, and Secretary Stanton immured him in military prison at Washington. President Johnson liberated him on parole, however. After release, he returned to Georgia and resigned the office of Governor.

Governor Brown always thought for himself, and was one of the first men in the South to perceive that the "lost cause" was actually lost, and to begin repairing the ravages of war. During the contest over reconstruction, he made a personal visit to Washington to ascertain the true situation of affairs. By invitation of a number of citizens who had been his loyal supporters during the War, he then published a letter, in which he advised the people of Georgia to accept the situation, comply with the terms of reconstruction, and secure representation in Congress as soon as possible—sound doctrine but in advance of the times. The majority of his people denounced him bitterly. Many old friends deserted him. But he knew that he was right, and in after years opinion reacted strongly in his favor. For a time, as an expression of courageous conviction, he acted with the Republican party. In 1868, he was appointed Chief Justice of Georgia, but he resigned to engage in business enterprises. In 1870, the South had begun to awaken from the stunning disaster of the War and Governor Brown threw himself into the development of its material resources. Southern railroads, iron and

coal properties, and Atlanta real estate each received his attention. In 1871, he became the president of The Western & Atlantic Railroad and proved so capable that he was afterward made president of The Southern Railway & Steamship Association. He was also president of The Dade Coal Co.

Having finally returned to the Democratic party, Governor Brown was, in 1880, appointed United States Senator to fill the vacancy created by the resignation of General Gordon, and was twice elected his own successor. In the Senate, he displayed the same rugged strength of character and aggressive and dauntless nature as in Georgia.

In the '50s, Governor Brown married the daughter of the Rev. Mr. Gresham, a Baptist preacher. Julius L. Brown, one of his six children, is now a prominent lawyer.

SAMUEL RITTER BROWN, financier, Omaha, Neb., never borrowed or owed a dollar in his life and received nothing by inheritance. What he accomplished, he did alone. Born in Mount Vernon, O., May 22, 1823, the son of Richard M. Brown, a soldier of 1812, and grandson of Samuel Brown, a soldier in the American Revolution, he entered his father's store as a clerk and, in 1849, joined the emigration to California. While others died in the gold diggings or gave it up and went home, Mr Brown persevered, made a little headway, carried on banking for a time in Colorado and Montana, and, in 1856, settled down in Omaha, Neb., where he engaged in trading, the loaning of money, and the shipment of goods by wagon across the plains. Mr. Brown firmly believed that the little old muddy town of Omaha would become an important city, especially after the railroad reached there, and he bought much real estate, which he improved and leased, and which advanced in value to half a million. His principal properties were at the corner of Farnam and Fourteenth streets, and Capitol avenue and Fifteenth street. Refusing public office, his life was one of ceaseless but peaceful industry. He died Jan. 29, 1893, survived by his wife, Clematina, his son, Samuel A. Brown, and his daughter, Mrs. Almira C. Millard.

CAPT. SAMUEL SMITH BROWN, Pittsburgh, Pa., son of the late William Huey Brown, was born Dec. 15, 1842, in Pitt township, now a part of the city of Pittsburgh. He studied at different normal schools and at Jefferson college in Canonsburg, Pa.; and then enlisted in the Union Army as a member of the Tenth Pa. Reserves, serving through the early part of the War in the Army of the Potomac. Leaving the field, he then took charge of the handling of coal and hay at Memphis, Tenn., for the Federal government at the time of the beginning of Grant's campaign against Vicksburg, but was finally compelled by malarial fever to relinquish this post. Returning to Pittsburg, he identified himself with his father's large coal mining and shipping operations. Captain Brown is now the owner of valuable coal lands, a member of the firm of W. H. Brown's Sons, coal miners, and Brown & Cochran, coke manufacturers; stockholder in The Pittsburgh Coal Co., The Ohio Valley Coal & Mining Co., The Ohio Valley Railway, The Homestead & Pittsburgh Bridge Co., and The Electric Mining Machine Co., owner in many lines of steamboats on the Ohio and Mississippi rivers, and lessee of the Monongahela House, the leading hotel in Pittsburgh. Political office he has never held, save only that of member of the Select Council, from the Twenty-third Ward of Pittsburgh twice. Business matters absorb his attention. He belongs to the Manhattan club of New York, Pendennis club of Louisville, Tennessee club of Memphis, and Americus club of Pittsburgh, all the Masonic orders up to the thirty-second degree, Scottish Rite, and the Order of Elks.

TALLMADGE ERASTUS BROWN, lawyer, who died at his home in Des Moines, Ia., May 2, 1891, was born in the rural town of Pharsalia, Chenango county, N. Y., Oct. 4, 1830, and grew to manhood during the period when the star of empire was pushing its way westward with especial speed. Of good old Massachusetts stock by descent, his parents gave him a sound education in Oxford and Preston, N. Y., and the young man then made his way by school teaching until admitted to the bar at the age of twenty-three in Elmira, N. Y. In 1854, he settled in Des Moines, Ia., his entire fortune then consisting of a few law books. Mr. Brown practiced the arduous profession of the law successfully for eight years, and then engaged in real estate operations with great profit. Later, he filled a number of street paving contracts in Memphis and other cities. He was married Sept. 13, 1856, to Anna L. Marsh of Des Moines, and his children are Frank T., Caroline L., Tallmadge E., and Louis P.

WILLIAM HUEY BROWN, coal operator and manufacturer, Pittsburgh, Pa., born in Armstrong county, Pa., June 15, 1815, died Oct. 12, 1875, in Philadelphia. He was of honest but humble origin, being a son of James Brown, a farmer of Scotch-Irish descent, and rose to wealth and influence, simply by utilizing the homely every day opportunities, which were close at hand. With an education sufficient to lift him out of the ranks of the unlettered, he began life on the farm. Learning to manage horses, he became a teamster at the coal mines and then a coal miner, later a boatman on the canal which shipped the coal to market, and finally, by saving every dollar he could from his earnings, a merchant of coal on a small scale in Pittsburgh. In this occupation, he made enough money to buy a part interest in a coal mine in that part of the country, and in 1848, started to operate a colliery and make coke for local furnaces. In 1858, Mr. Brown became a pioneer in the shipment of coal to cities along the Ohio and Mississippi rivers, in flat boats towed by river steamers, and he gradually acquired large interests in steamboats and barges. During the war, the Federal government awarded to Captain Brown, as he was called, large contracts for supplying coal at Cairo and Memphis, and he found profitable buyers also in the gas works in St. Louis. Captain Brown developed into a bold, untiring, and practical man, and rose to the head of the coal trade with New Orleans and the lower Mississippi. Unsparing toil brought him a large fortune, which he invested in iron works, blast furnaces, iron mines and various other Pennsylvania enterprises. He was united in marriage in 1839 to Mary Smith, a good woman of English ancestry, and had six children, Samuel Smith Brown; Mrs. Elizabeth B. Ward; Capt. James H. Brown, now deceased; Alice B., wife of James M. Schoonmaker; Charles S. and W. Harry Brown.

FELIX R. BRUNOT, business man and philanthropist, Pittsburgh, Pa., was born Feb. 7, 1820, at the United States Arsenal, Newport, Ky., where his father, Col. Hilary Brunot, U. S. A., was temporarily stationed. He entered Jefferson college at Canonsburg, Pa., when fourteen years of age, graduated at seventeen, and engaged in civil engineering with W. Milnor Roberts until 1842. Moving to Rock Island, Ill., he then carried on a milling business and managed a store at Camden on the Rock river. Good returns rewarded these efforts, and in 1847, Mr. Brunot returned to Pittsburgh with a comfortable fortune, a portion of which he invested in the steel works of Singer, Hartmann & Co., founded in 1848, and the first large factory of its class in the city. The firm reorganized in 1859, as Singer, Nimick & Co., Ltd. Mr. Brunot has always maintained his connection with the firm, who are among the most successful in Pitts-

burgh. His fortune has grown steadily, and he is now a director or trustee in The Bank of Pittsburgh, The Monongahela Navigation Co., The Pittsburgh Safe Deposit Co. and The Allegheny Cemetery Association, and is connected with other industries.

Middle life found Mr. Brunot a man of wealth, and he projected, founded and for many years served as president of the Mercantile Library of Pittsburgh, and is yet one of the managers of the Library Hall of Pittsburgh, which originated with him. A commission of high rank was offered him in the Civil War, but he refused it, and devoted himself as a volunteer to the cause of the sick and wounded. After the bloody battle of Shiloh, he organized a volunteer relief expedition and a corps of nurses and surgeons, fitted up two steamboats, and hastened to Pittsburgh Landing. He brought nearly four hundred sick and wounded back to Pittsburgh, and after recovering from severe illness contracted in the service, returned to the front. Early in 1862, the Pittsburgh Relief Committee placed him in charge of a corps which, while engaged in work at Savage Station, was left behind by the Union forces. The Confederates captured them, allowed them to continue at work for about a week, and then sent the whole party to Libby Prison. Eight days later, Mr. Brunot was allowed to go to Washington to negotiate an exchange of himself and two companions for three prominent Southerners. The negotiations failed, and, bound by his word of honor, Mr. Brunot returned to captivity. He was shortly afterward exchanged, however, and during the remainder of the War devoted himself to his chosen work. Shattered in health, he visited Europe after the War to recuperate.

Mr. Brunot has also been active in promoting the welfare of the Indian tribes. President Grant appointed him, in 1868, chairman of the Board of Indian Commissioners, whose hard labor, protracted travel and careful investigations ended in a greatly improved management of the Indian Bureau. He has always retained a strong interest in the welfare of the Indians, and done much efficient work in their behalf. The Western Pennsylvania Hospital, The General Hospital of Allegheny and The Western University have also enlisted his interest, and he has been a trustee of each, and has long served as warden of St. Andrew's Protestant Episcopal Church.

CHARLES FRANCIS BRUSH, Ph. D., electrician, Cleveland, O., is the son of a prosperous farmer of Euclid, Cuyahoga county, O., and was born March 17, 1849. His maternal ancestor, the Rev. George Phillips, a clergyman of the Church of England, arrived in Boston in 1630, while his father's ancestor, Thomas Brush, a farmer, came from England in 1652 and located on Long Island, N. Y. The future inventor spent his boyhood on the farm. Many incidents are recollected of his early liking, while at school, for mechanics and electricity and his efforts at the construction of a telescope, batteries, magnets and induction coils. After attendance at the High School in Cleveland, 1864-67, and graduation from Michigan university in 1869 a year ahead of his class, he engaged in analytical chemistry and metallurgy in Cleveland for three years. During 1873-77, he engaged in the pig iron and iron ore business as a merchant, in partnership with C. E. Bingham.

Having meanwhile made a study of electric lighting and perfected a successful dynamo in 1876, he arranged with The Telegraph Supply Co., of Cleveland, to produce an entire system of arc lighting, and retired from the iron business in 1877, to devote himself to the work. A place was set apart for him in the factory for experiments; and, in a few months' time, he had finished a practical dynamo and other appliances

and exhibited them before the Franklin Institute in Philadelphia, carrying off the highest honors. The Brush system was a success from the start. The Telegraph Supply Co. took charge, under contract, of the introduction of the system into popular use, and Mr. Brush went on with his inventions. In 1880, The Anglo-American Brush Electric Light Corporation, Ltd., came into existence in England, and bought Mr. Brush's earlier inventions for use in foreign countries, in return for cash and stock, which eventually brought him half a million. A new concern took charge of matters in this country in 1881, called The Brush Electric Co., composed mainly of the stockholders of the former Telegraph Supply Co. The Brush lighting system was then introduced rapidly into factories, villages and cities throughout the United States and in England, and for many years a large and important business was conducted in the manufacture of apparatus and the sale of territorial franchises. Up to 1890, the net profits were more than \$2,000,000. The company was also the pioneer in electric railroads and built the first experimental line in Cleveland. In 1890, the company was sold to The Thomson-Houston Electric Co., for \$3,000,000 cash, and later merged with The General Electric Co. of New York. Mr. Brush is a large owner in the General Electric and in several other large corporations. Among his inventions are the series arc lamp, having a shunt circuit of high resistance, which made lighting from central stations practicable; copper-plated carbons, the automatic cut out for arc lights, the compound series shunt winding for dynamos, the multiple carbon arc lamp, and the fundamental storage battery. Fierce litigation has taken place over some of these inventions, but Dr. Brush's patents have been, as a rule, fully sustained.

Dr. Brush is now president of The Euclid Avenue National Bank of Cleveland, but finds time to continue his experiments and studies of the fascinating science, in which he has gained fame and fortune. He received the degree of Doctor of Philosophy in 1880, from the Western Reserve university, and is a fellow of The American Society of Mechanical Engineers and The American Institute of Electrical Engineers, and since 1881, has been a Chevalier of the Legion of Honor of France.

Oct. 6, 1875, Dr. Brush married Miss Mary E. Morris, of Cleveland, and their two daughters are Edna and Helene. Their home on Euclid avenue is illuminated with about 400 incandescent lights, operated by a windmill, designed by Dr. Brush, the wheel forty-five feet in diameter and the largest in existence.

EDMUND A. BRUSH, capitalist, born in January, 1803, in Detroit, Mich., in which city he passed his life, died July 10, 1877. One of his lineal ancestors, a Vermonter, enjoys the distinction of having been the first American over the ramparts at the battle of Bennington. Having gained a moderate amount of capital in business pursuits, Mr. Brush bought, in the early days of Detroit, a strip of land which is now covered by the choicest residences in town. The evolution of Detroit into a commercial and manufacturing emporium of 210,000 inhabitants, enormously enhanced the value of this property, and at his death Mr. Brush possessed the most valuable land estate in Detroit, excepting possibly that of the late Gen. Lewis Cass. In 1877, it was considered worth about \$2,000,000 and has increased in value since. The property descended to his son, Alfred E. Brush, and his grand daughter, Elizabeth M. Thompson, now Mrs. Henry Le Grand Cannon, of New York city, daughter of the Hon. William G. and Adelaide Brush Thompson.—**ALFRED ERSKINE BRUSH**, lawyer, born in Detroit, Feb. 14, 1850, graduated from the University of Michigan in 1872, studied law and was admitted to

the bar. He married Isabel Rowena Hunt, of Toledo, O., April 7, 1878, and has two children, Virginia Eloise and Alfred Erskine Brush. The management and improvement of his father's large estate give him ample employment. The Hotel Ste. Claire, the Lyceum Theatre and Detroit Driving Club are properties in which he is largely interested, as well as The Michigan Peninsular Car Co. Mr. Brush has been elected to membership in various clubs, including the Republican, Manhattan and Sigma Phi, of New York city, and the Detroit, Yonatega, and St. Clair Flats, of Detroit, and the Toronto Shooting & Fishing club.

EBENEZER BUCKINGHAM, banker, Chicago, Ill., son of Ebenezer and Eunice Hale Buckingham, was born Jan. 16, 1829, at Zanesville, O. He graduated from Yale College in the class of 1848, and removed to Chicago in 1859. In 1866, with his brother, John, he bought the grain elevators in Chicago connected with The Illinois Central Railroad, and continued in that business twenty-five years. After the death of George Sturges in 1890, he was elected president of The Northwestern National Bank, and is also president of The Traders' Insurance Co. Mr. Buckingham is of New England descent, and his father was prominent in the early settlement of Ohio, removing there in 1798. In 1853, he was married at Zanesville to Lucy Sturges, who died in 1889. Their three children are all living.

EDWARD BUCKLEY, lumberman, Manistee, Mich., a native of Devonshire, England, and born Aug. 8, 1842, springs from the yeoman class of England, which owns and tills its own land. His family sought the opportunities of the new world while Edward was a lad, locating in Milwaukee, Wis., where the youth received his education.

At the age of fourteen, Edward Buckley started to learn the trade of a tinsmith, but was diverted therefrom in 1862 by the call to arms to save the Union. Enlisting in the 24th Wis. Inf., he served gallantly until the end of the War, taking part in the engagements of Chaption Hills, Murfreesborough and Chickamauga, and the several battles of the Atlanta campaign, as well as the actions at Franklin and Nashville. He survived the perils of the field and returned to his tools in Milwaukee. After two years of hard work and close economy, he had saved enough money to open a small hardware store in Manistee, Mich., and first displayed his sign there in 1867. In this trade, he was busily occupied until about 1875, when he became identified with lumbering interests; and in 1880, William Douglas and he formed the firm of Buckley & Douglas, to carry on a general lumber business. Shrewd, thoroughly practical and full of energy, the partners soon developed a large industry, which they incorporated Dec. 31, 1892, as The Buckley & Douglas Lumber Co., with the senior partner as president and treasurer. By investment of savings from time to time, Mr. Buckley has now come to own and control large tracts of pine and other timber lands in Michigan and Minnesota, and is thus able to obtain his own independent supply of logs. He owns a controlling interest in the steam barge *Edward Buckley*, one of the most capacious and best equipped in the lumber trade of the Lakes, and is president and general manager of The Manistee & North Eastern Railroad.

Mr. Buckley's success is due to good character, incessant application and sound judgment, coupled with the opportunities which America affords for a man of energy. In social life, he has also risen to prominence, being president of The Unitarian Church Society, the Olympian club, and The Manistee Driving Park Association, and a member of high rank in the Masonic fraternity, belonging to all the local lodges, and

being past Eminent Commander of the Manistee Knights Templar and a member of the Grand Rapids Consistory. He was married in 1869 to Mary D. Ruggles, of Manistee, who, after a suffering illness of several years, died in New York city in 1885, without children. In March, 1894, Mr. Buckley was married to Miss Joannie Sloan, a lady of Southern descent, in Thomasville, Ga. Although a Republican in political faith, and identified with the work of the party in various capacities, he has always declined public office, being too greatly absorbed in practical pursuits.

WILLIAM BUCKNELL, son of William and Sarah Walker Bucknell, born near Marcus Hook, Delaware county, Pa., April 1, 1811, died March 5, 1890, at his home in Philadelphia, Pa. The father was a Lincolnshire farmer and carpenter and among the early settlers of Delaware county. The early instruction of the son took place in a country school. Learning the trade of a wood carver and being industrious, temperate and frugal, young Bucknell acquired some small savings and set himself up in his business, and, be it noted, from the first earnings and in accordance with a principle practiced through life, he set apart a percentage for benevolent and religious purposes.

After his first marriage, Mr. Bucknell found real estate transactions more congenial and profitable than a trade, and by purchases of suburban lands, the erection of buildings and other successful enterprise in this field he rapidly acquired capital. Next, he took contracts for constructing gas and water works in various cities of the country and made a great deal of money by accepting stock in part payment. His plans proved generally profitable, his foresight, excellence of selection of executives, punctuality, rigid caution and judgment being notable. In later years, brokerage business in Philadelphia, dealings in securities, and improvements of real estate occupied him, and he pushed on with unfaltering will to a large fortune. He held a large ownership in The Cleveland & Pittsburgh Railroad, The Philadelphia & Reading Railroad, The United Railroads of New Jersey, and various coal and iron mines, among other properties. Mr. Bucknell held no political office, joined no clubs and connected himself with no corporations except as his contracts required; and his church relations and their kindred societies comprised most of his social associations. His gifts for humane, religious and other purposes were numerous and diversified and made on principle, and included, it is said, \$140,000 to the university of Lewisburg, now called the Bucknell university; over \$525,000 for missions and churches of the Baptist denomination; \$50,000 for the payment of church debts, and \$52,000 for more than twenty sets of church libraries. He established the Rangoon Mission in India, aided in the erection of the Baptist Publication House in Philadelphia, and for several years paid the expenses of ten missionaries in India. Mr. Bucknell gave a million to public objects.

In 1836, he married Miss Harriet, daughter of the Rev. William E. Ashton; in 1839, Miss Margaret, daughter of John P. Crozer, and on her death, Miss Emma, daughter of the Rev. William Ward, D.D. Seven children survived him, among them Mrs. James H. Little, Mrs. Craig Lippincott and Mrs. Henry S. Hopper.

SIMON BOLIVAR BUCKNER, one of the bravest officers of the late Confederacy, a Major General and later Governor of Kentucky, is a man of fine appearance, and the descendant of an old family, which bore a part in the American Revolution. He was born in Kentucky in 1823, and graduated from the U. S. Military Academy in 1844. Entering the 2d U. S. Inf., he was from August, 1845, until May, 1846, assistant professor of ethics at West Point. During the Mexican war, personal gallantry at Contreras and

Churubusco, where he was wounded, made him a first lieutenant, and heroic courage at Molino del Rey, made him a captain. In August, 1848, he was appointed assistant instructor of infantry tactics at West Point, but resigned March 25, 1855, to become superintendent of construction of the Chicago custom house. The same year, a regiment of volunteers enlisted in Illinois for the Utah expedition, Simon B. Buckner, Colonel, but was not mustered into the service.

When the storm of Civil War swept over the land, Colonel Buckner had become a practicing lawyer, but he promptly cast his lot with his native State and was made Adjutant General and Commander of the State Guard of Kentucky. Sept. 12, 1861, he issued from Russellville an address, calling upon the people of Kentucky to take up arms, and then occupied Bowling Green with his troops. He aided to defend Fort Henry, and when the fort was abandoned withdrew to Fort Donelson, where he commanded a brigade in the battles Feb. 13 to 15, 1862. General Buckner behaved with great gallantry upon this occasion, but being abandoned by Generals Pillow and Floyd was obliged to surrender the fort, Feb. 16th, to General Grant. He was held as a prisoner of war at Fort Warren, Boston, until exchanged in August, 1862. He subsequently commanded the first division of General Hardee's corps in the army of General Bragg, in Tennessee, and when promoted to be a Major General and assigned to the third grand division, took part in the battles of Murfreesborough and Chickamauga. General Buckner was elected Governor of Kentucky in 1887 and was honored with re-election. He was one of the pall bearers at the funeral of Gen. U. S. Grant.

The first wife of General Buckner was a daughter of Major Kingsbury, U. S. A., who gained a fortune in California in the early days and invested it in Chicago in business buildings. This fortune descended through Mrs. Buckner to the General. At the beginning of the Civil War, fearing confiscation of the property, General Buckner transferred it to a brother-in-law for safety. The latter dying, reconveyed the property by an oral will to its proper owner. After the War, the General improved his property and sold a part of it for half a million dollars. He now lives at Rio in a beautiful region in Hart county, in the enjoyment of ease and the cordial esteem of his fellow citizens. The Sons of the American Revolution made him, at one time, president of their Kentucky society and vice president general of the National society.

CHRISTIAN HENRY BUHL, manufacturer, a native of Zelienople, Butler county, Pa., May 9, 1810, died at his home in Detroit, Mich., Jan. 23, 1894. The son of Christian and Fredericka Goehring Buhl, emigrants from Germany, the subject of this memoir learned the art of hat making in Pittsburgh, Pa., and then went to Chicago; but, as Chicago was small and unpromising at that time, he journeyed on to Detroit, arriving there May 30, 1833. Buying a small hat store, Mr. Buhl spent twenty years in its management, and then dealt in furs until 1855, when these interests were laid aside for a wholesale hardware and iron trade. In this line, always enterprising, he soon became especially prosperous, his firm becoming finally known as Buhl, Sons & Co. The manufacture of iron and tinware was also undertaken by him in The Detroit Stamping Co., the factory now occupying an entire square and itself a valuable piece of property. Mr. Buhl also owned The Sharon Iron Works and The Brookfield Coal Co. of Sharon, Pa., and a large interest in The Detroit Copper & Brass Rolling Mill. One of the first to move in the formation of national banks in Detroit, Mr. Buhl was, for years, president of The Second National Bank, founded by himself. Several

railroads were built by him. His success was due to determined labor, a marked capacity for organization, high character, and fidelity to every duty. In political faith a Republican, the people of Detroit once elected him, as such, Mayor of the city. He belonged to the Michigan, Detroit, and Fishing & Shooting clubs. Aug. 10, 1843, he married Caroline O. DeLong, in Utica, N. Y., and was the father of Frank H., Helen Ida, Caroline O. and Mary Louise Buhl.—**THEODORE D. BUHL**, born in Detroit, Aug. 20, 1844, received a thorough education at home and in New Haven, Conn., and went at once into the hardware store of his father. With his father's interests he has ever since been connected, being now senior partner in Buhl, Sons & Co., president of The Michigan Malleable Iron Co. and The Buhl Stamping Co., treasurer of The Sharon Iron Co., and connected with The Detroit National Bank and The Detroit Copper & Brass Rolling Mill. Mr. Buhl was one of the organizers of The Peninsular Car Co. and its president the first four years. Married in Detroit, April 22, 1868, to Julia E. Walker, he is the father of Christian Henry, Theodore D., Willis E., Arthur H., Frank H., Edgar H., Lawrence D., and Mary C. Buhl. His clubs are the Detroit, Riding & Driving and Fishing & Shooting.

LORENZO BULL, a prominent business man of Quincy, Ill., began life with nothing except ambition, an active mind and excellent common sense. By diligent labor in modest positions, he slowly acquired the first \$1,000 of his fortune, which is the hardest of all to secure, and then, by close attention to mercantile business and later by banking, he gradually attained a strong position. With the best interests of Quincy he has always been identified, and, jointly with his son, is now proprietor of The Quincy Water Works. He is also president of The State Savings, Loan & Trust Co. Mr. Bull was born in Hartford, Conn., March 21, 1819, and removed to Quincy, then a village, May 15, 1833.

JOHN CHRISTIAN BULLITT, lawyer, Philadelphia, Pa., born in Jefferson county, Ky., Feb. 10, 1824, traces his ancestry back through a line of conspicuous men to Benjamin Bullitt, a Huguenot, who emigrated to Maryland in colonial times to escape religious persecution in Languedoc, France. The Bullitt family has contributed many men from its ranks to the bench of Virginia and other positions in the public service. It was Capt. Thomas Bullitt who laid out the city of Louisville. The son of the latter, Alexander S. Bullitt, married a niece of Patrick Henry and occupied an estate of 1,000 acres of land near Louisville. The father of John C. Bullitt was William C., and his mother, Mildred Ann, daughter of Joshua Fry, a prominent figure in Virginia colonial history. John C. Bullitt, owner of the ancestral estate of Oxmoor, graduated from Center College in Danville, Ky., first in his class at the age of eighteen. After a three years' course in the University of Lexington, he was admitted to the bar in 1845 and practiced in Clarksville, Tenn., and Louisville, Ky., for a number of years. In 1849, the desire for a larger field drew him to Philadelphia, and he has since risen to eminence in that city. At one time, he was senior member in the legal firm of Bullitt & Fairhouse. He is an authority on commercial and railroad law, and has been employed by estates, banks and large corporations in many important and difficult cases. The Philadelphia & Reading Railroad owes the success of its first reorganization largely to his wise counsel as legal adviser, and his management of the affairs of Jay Cooke & Co., after their failure in 1873, his untiring and well directed labors and the confidence generally reposed in his judgment and character, resulted in an unexpectedly satisfactory

settlement of the claims against the bank. After eight years of labor, ending in 1886, he secured a reversal of verdict in the case of Gen. Fitz John Porter, and he shared in framing an excellent new charter for the city of Philadelphia. The law has brought him wealth, and he is now a director in The Fourth National Bank, one of the owners of the Bullitt office building, and the holder of other valuable realty. His wife, Theresa Langhorne, died in 1881, survived by seven children.

HENRY BURDEN, manufacturer, and inventor, Troy, N. Y., was a remarkable being, whose originality gave to the world mechanical devices of novelty and value, and whose foresight of the possibilities of ocean navigation stamped him as a man of prophetic vision. Born in Dumblane, Scotland, April 20, 1791, he removed to America in 1819, and after a life of stirring activity died in Troy, Jan. 19, 1871.

The son of a farmer, he made with his own hands a threshing machine and other labor saving farm machinery while in Scotland, and spent a few years in erecting grist mills and manufacturing farm tools. After a course in engineering and drafting in Edinburgh, he sailed for America with letters to Senators Benton and Calhoun and the Hon. Stephen Van Rensselaer, settled in Albany, and began the manufacture of farm implements. Without delay, he produced a new and improved plow and, in 1820, patented the first cultivator ever used in America, and, in 1822, removed to Troy, to take charge of an iron and nail factory there, and finally became sole proprietor.

After much labor, Mr. Burden invented a machine for making wrought iron spikes, which up to that time had been hammered out by hand, received a patent May 26, 1825, and in succeeding years made and sold enormous quantities of the spikes. His patent for the making of wrought counter sunk railroad spikes for the flat rails then in use, is dated Dec. 2, 1834. During the Winter of 1834-35, Mr. Burden visited England. Learning that flat rails were to be superseded, he returned and reconstructed his machine so as to make hook headed spikes, and, in 1836, he supplied The Long Island Railroad with ten tons of them. The patent was taken out in 1840. For another machine to make horse shoes, Mr. Burden obtained a patent in 1835, improved upon it in 1843, and perfected it in 1857. This was one of his greatest successes, and was patented in every part of Europe. One of his achievements was the building of what Louis Gaylord Clark called "the Niagara of Water Wheels." Five ordinary water wheels could not supply the power his nail factory demanded, and Mr. Burden accordingly constructed an overshot wheel of 1,200 horse power, 60 feet in diameter, 22 feet wide, with 36 buckets each 6 feet deep. Cast iron tubes composed the axis, and 264 iron rods, 2 inches thick, the spokes. His rotary concentric squeezer, patented in 1840, is now in general use. In consequence of these inventions, the iron works gradually grew into a large establishment, of which Mr. Burden became sole proprietor in 1848, conducting it thereafter under the name of Henry Burden & Sons.

Mr. Burden was one of the organizers of The Hudson River Steamboat Co. and thought much on the subject of the speed of steam vessels. In 1825, he laid before the Steamboat Association of Troy certain plans as to proportions of hulls, which were afterward carried out in the *Hendrick Hudson*, a splendid steamer in its day, making an average of twenty miles an hour. Later, he built the *Helen*, named after his wife, which rested on two cigar-shaped hulls, 300 feet long, having a 30-foot paddle wheel amidships. This was a fanciful sort of craft, but the trial trip took place Dec. 4, 1833, and in July, 1834, the boat made eighteen miles an hour, demonstrating his prophecy.

Patents were secured for improvements in 1837. Mr. Burden favored iron plates for sea going vessels and sent some plates to Glasgow for examination, and was the first advocate of long ships for ocean navigation. In 1846, he issued a remarkable document, entitled "Prospectus of Burden's Atlantic Steam Ferry Company. Managing Director, H. Burden. Engineers, L. Gordon and L. Hill, Jun'r." The company was never organized but the modern transatlantic lines have all adopted his ideas. Owing to its value as an historical document, the Prospectus is presented here in full:

Considering the vast and increasing population on both sides of the Atlantic, the extent of their mercantile transactions with each other, and the enormous sums which are annually spent on both continents in perfecting the land communication, it becomes a most important object to improve the present comparatively defective means of passing the Atlantic ocean.

The benefits that would accrue not only to this country, the United States, and the Canadas, but to the whole continents of Europe and America, if the voyage, still so tedious, uncomfortable and expensive, was rendered at once safe, expeditious, comfortable and cheap, are too apparent to require illustration.

That those who could guarantee these results would reap a splendid return there can be little doubt, and of this, the rapid and profitable increase of railway business is a forcible illustration.

The present Atlantic steamers, magnificent though they be, are as inferior in their results to what they may become as a well appointed stage coach is to a railway train.

How this desired improvement is to be accomplished may at first appear no easy matter, but in reality, it is a problem already solved. The wonder is that so rich a field should have lain so long neglected, when the means of insuring so splendid a harvest, are so much within our reach. All experience in steam navigation shows that increase of size and power has been invariably attended with increase of speed, economy and comfort.

Witness the successive and gradual advance from the first boat on the Clyde to the last built ships of The Transatlantic Company. Compare the performance of Henry Bell's little 40 foot boat with the present Liverpool steamers, which now make the trips from Glasgow to Liverpool in little more than double the time that the Comet made her voyage to Greenock, or compare the laborious efforts of the earlier Hudson River Steamers, when the time required was 30 to 40 hours from New York to Albany—compare these with last summer's performances of the steamer Hendrick Hudson, which daily carried 300 or 400 passengers between these places, a distance of 150 miles in 7½ hours, and that with all the comforts of a first class hotel for 60.

The present company propose to carry out the suggestion of our countryman, Henry Burden, of Troy, U. S., to whose skill and foresight the present speed of the Hudson River Navigation is mainly owing (he having laid before the Troy Steamboat Association so early as 1825, and then strongly urged the adoption of the identical propositions which have now been successfully carried out in the steamer *Hendrik Hudson*), and to establish boats of power, dimensions and strength sufficient to make the passage from Liverpool to New York in 8 days certain—so adapted for their purpose, in fact, as *Auspice Deo* to defy the wind and the waves. The first vessel will be about 500 feet long. The strength requisite for such a length can be fully obtained without detracting much from the vessel's tonnage, and as it is now known that the height and force of the waves is limited, it is obvious that the strength of a vessel may be so increased as to render the largest waves perfectly harmless.

This is proposed only as the beginning of a system which must ultimately be carried much farther. The *Great Britain* Steamship is 322 feet long, and those who have seen her are only amazed at the lightness of her framing. Those who have sailed in her, testify that the "pitching" even with her length is very much reduced. That her speed is not proportional to her size, is owing to some imperfection of her form and defective system of propulsion.

That the passage will be made in the time proposed, or probably in less, there can be little doubt, when it is stated that the proportion of horse power to tonnage will be nearly double that of the usual allowance, and such an engine, with boiler of the requisite capacity, can be erected without encroaching on more of the ship's tonnage than is the present proportion.

The cost of equipment, etc., of such a vessel will be about £120,000, but it is proposed to make the capital £150,000. That such expenditure would be amply remunerative, there can be little doubt. Experience proves that traffic increases in proportion to the population of the districts accommodated, and inversely as the time and price of transit. There are millions on each side of the proposed ferry (for ferry it will ere long become) and in this point of view the traffic will be illimitable. From New York to Liverpool is clearly the line of communication, and a glance at the maps show the innumerable feeders to the one grand trunk. Boats of the dimensions proposed would carry from 400 to 500 passengers with infinitely greater comfort than the vessels hitherto established, and as their regularity may be guaranteed, the returns shown in the following statement may be confidently relied on:

One boat—two trips per month:

400 Passengers at £15.....	£6,000 0 0
1,200 tons Light goods at £5.....	6,000 0 0
	£12,000 8 0

Expenses per trip including outlay at 10 per cent. on capital, 1,000 Tons of Coals:

Shore and other Expenses.....	£3,000 0 0
Aside for Surplus Fund.....	1,000 0 0
	4,000 0 0
	£8,000 0 0

Twenty-four trips per year is £192,000 or upwards of 120 per cent. on the proposed capital. Without taking into account Letters, Parcels, or Steerage passengers, one or two hundred of whom can be also accommodated.

131 BUCHANAN STREET, GLASGOW,
9th January, 1846.

At his death, the works in Troy with their blast furnaces, Bessemer steel works, rolling mills and great variety of machinery ranked among the largest plants in the world. Mr. Burden used his large fortune liberally in the cause of philanthropy.

JAMES ABERCROMBIE BURDEN, of Troy, N. Y., born in that city in 1833, is a son of the late Henry Burden, manufacturer, inventor and founder of The Troy Iron Works. Mr. Burden's first years of special study were passed under a tutor until fitted for the Yale Scientific School, and he closed his course of education at the Rensselaer Polytechnic Institute. With the ending of student days, came the application of knowledge acquired and the beginning of business life. Mr. Burden had a happy inheritance of inventive skill and when he entered the iron works at Troy, as a practical engineer and millwright, he secured the position of foreman of one of the departments. Ability and firmness of purpose brought one promotion after another, until he was finally made president of the company.

The cares of administration in this vast concern did not keep Mr. Burden from putting into effect ideas of his own; and he obtained eighteen patents, connected with iron manufacturing, one of the most important being a machine for making horse and mule shoes, by which he increased the power of the elder Burden's machine to the extent of ten shoes per minute, seventy shoes being thereafter the number turned out every sixty seconds. Mr. Burden was first president of the Engineer's club of New York, and is president of the Farmer's club and The Hudson River Iron & Ore Co. and vice president of Mining Engineers, to which office he has been re-elected several times. He is also a member of The Society of Civil Engineers and The American Institute of Mining Engineers, as well as of several scientific societies of Great Britain, and a director in various banking institutions and railroads. He has been twice chosen Presidential Elector on the Republican ticket.

Mr. Burden's social relationships are of a high grade, he being a member of the Union League, Metropolitan Union, and Gentlemen's Riding clubs of New York city. He is endowed with warmth of manner and kindness of temperament and is approachable, courteous, and well fitted for the position he holds in finance and society.

STEVENSON BURKE, railroad president, Cleveland, O., was born in St. Lawrence county, N. Y., Nov. 26, 1826. Choosing for his life work one of the most arduous of professions, he began life in 1848 in the practice of the law in Elyria, O. In fugitive slave days, Mr. Burke appeared, on one occasion, as counsel for several residents of Oberlin, who had rescued from the sheriff's officers a colored man escaping from Kentucky. The case went against the young lawyer at first, but he finally won by arresting the Kentuckian pursuers and securing their indictment for kidnapping. This strategy caused a discontinuance of proceedings and the slave escaped. In 1862, Mr. Burke was elected as Judge of Common Pleas, but he retired in 1869 and removed to Cleveland, O., where he rapidly rose to prominence.

His specialty was corporation and constitutional law, and through railroad cases he gradually became interested in railroad management. In 1870, he accepted the place of general counsel for The Cleveland & Mahoning Valley Railroad, became a director of the company, and in 1880 was elected president, a position he has occupied to the present time. During 1875-81, he served as general counsel and a director in The Cleveland, Columbus, Cincinnati & Indianapolis Railroad with so much ability, that the stockholders elected him vice president in 1881 and president in 1886. In the

law suits which grew out of the reorganization of The Atlantic & Great Western Railway, he served as attorney for The Erie Railroad, and, with Chief Justice Waite, as one of the arbitrators to adjust the differences between the two companies. The New York Central Railroad Co. employed him as its agent in negotiating for the purchase of The New York, Chicago & St. Louis Railroad, popularly known as the "Nickel Plate." In 1884, Judge Burke made a famous argument in the famous Butzman and Mueller case against the constitutionality of the Scott liquor law.

Growing prosperity enabled Judge Burke to purchase an interest in many roads, and he speedily became a director and officer in several. He is to-day president of The Cleveland & Mahoning Valley, The Toledo & Ohio Central, The Toledo, Columbus & Cincinnati, The Kanawha & Michigan, and The Central Ontario Railways and has been an officer of The Indianapolis & St. Louis Railroad. Having invested in the coal lands of the Hocking valley, he bought for the owners of those lands in June, 1881, the three coal carrying railroads of that region, and in 1885, The Ohio Central Railroad. He is an excellent judge of railroad properties, and his negotiations have all been exceedingly successful. Judge Burke's investments have not been confined to railroads and coal. He is president of The Canadian Copper Co., which operates mines at Sudbury, Ont., and is also interested in various manufactures in Cleveland, in nickel mines, The Hollander Hotel Co. and other enterprises.

HENRY GORDON BURLEIGH, merchant and public man, Whitehall, N. Y., is a son of Gordon Burleigh and was born in Canaan, N. H., June 2, 1832. His family is of English descent, and was planted in America by four brothers who came to this country in 1640, and settled respectively in Massachusetts, New Hampshire, Rhode Island and Maine. It is from Giles Burleigh, the brother who settled in New Hampshire, that the subject of this sketch is descended.

The future Congressman received his education in the common schools of Concord, N. H., and removed to Ticonderoga in 1845, engaging in mercantile business there. In 1866, he removed to Whitehall, of which city he has been a resident ever since. A very wide awake, earnest and energetic man, alert to the opportunities of his part of the State and always ready to engage in any promising enterprise, he has been successfully occupied until the present time with lumber, iron ore, coal, and transportation business at Whitehall, and also has large business interests at Ticonderoga.

Washington county sends its best men into public life if they will go, and Mr. Burleigh represented the county in the Assembly in 1876 and was Chairman of the Committee on Canals. In 1882, he was elected to the 48th Congress from the Washington-Rensselaer district and was re-elected in 1884. He has always been a Republican, was secretary of the first Republican convention in Northern New York in 1855, and a delegate to the National Republican Convention in 1884, which nominated Mr. Blaine. It was Mr. Burleigh who moved to make the nomination of Mr. Blaine unanimous at the request of President Arthur. He was also a delegate to the National Convention at Minneapolis in 1892, which nominated Benjamin Harrison the second time.

Mr. Burleigh is president of The Old National Bank of Whitehall and of The First National Bank of Ticonderoga and a member of the Republican club of New York city.

THOMAS OLIVER HAZARD PERRY BURNHAM, bookseller, Boston, Mass., was better known in Boston as Perry Burnham. Mr. Burnham was born in Ipswich, Mass., Jan. 27, 1814, went to Boston in youth and became in time, in the firm

founded by B. M. Burnham, a noted merchant of antique books, while at the same time conducting the sale of modern books. He was known to every book collector in New England, and enjoyed an intimate acquaintance with a large circle of literary men. Always gracious in manner, he was nevertheless a shrewd merchant, able to judge of the value of any volume with astonishing quickness. Edward Everett came to him, one day, with a book taken from Mr. Burnham's shelves, which, not having been supposed to possess special value, had been privately marked for sale at twenty-five cents. Mr. Everett's face betrayed the eagerness of a collector, and his judgment of the value of old books being well known, Mr. Burnham, who saw the truth at a glance, calmly charged him \$3.75 for the volume, merchant and client parting both well satisfied. Mr. Burnham attended all sales of libraries in Boston, and rarely failed to attend an auction in New York city. His judgment was so sound that buyers from different parts of the country followed him more closely than any other man, with two or three exceptions. Mr. Burnham gained a fortune in trade and gradually became a large owner of real estate. Among his possessions was a building next to the Parker House, which the proprietors of the latter desired to incorporate with the hotel. Mr. Burnham was a strong temperance man, and, after many refusals, finally sold the building, upon the express condition that it should never be used for the sale of liquor. The old bookseller died, Nov. 13, 1891, at his home on Beacon street, Boston, willing the bulk of his fortune to The Massachusetts General Hospital.

FRANCIS BURNS, head of an influential family in Baltimore, Md., was born in County Antrim, Ireland, April 11, 1792, and died in Baltimore, Dec. 28, 1879. His father brought the family to America in 1798, and engaged in brick making in Philadelphia. Francis learned the business and, in 1818, opened a yard of his own in Baltimore, carrying on the trade with success until 1860, when he retired a man of large means. By investment in the securities of The Baltimore & Ohio Railroad, he profited largely; and he was a director in The Eutaw Savings Bank and The Western Bank and connected with other financial undertakings. William F. Burns, his son, is now one of the prominent business men of the city, and has been a director and, during the illness of Robert Garrett, president of The Baltimore & Ohio Railroad, as well as president of The People's Gas Co., and is president of The Eutaw Savings Bank, and vice president of The Western National Bank.

ASAHEL BUSH, merchant and banker, Salem, Or., son of the late Asahel and Sally Noble Bush, was born in Westfield, Mass., June 4, 1824. The father was a prominent man, frequently chosen to public office, and the homestead in which young Asahel first saw the light of day has been in the possession of the family for more than a century and a half. The lad attended the village academy, and at fifteen years of age lost his father by death. Three years were spent in learning and practicing the printer's art in Saratoga Springs, N. Y., and later he followed the trade in Albany. Returning to his native town, he read law, was admitted to the bar in Springfield in 1850 and accepted election to the office of town clerk, resigning it, however, to go to Oregon, then a Territory. In this then distant region, settled largely by emigrants from New York State, Mr. Bush soon made himself at home. In December, 1850, he was chosen chief clerk of the House of Representatives at Oregon City, and next became Territorial (afterward State) Printer of Oregon. In March, 1851, he began the publication of *The Oregon Statesman* in Salem, an influential newspaper of the early days and

yet in existence. In 1861, the Government appointed him one of the Board of Visitors to West Point. While very zealous and prosperous in business pursuits, it was as silent partner in the mercantile firm of Heath & Co., in Salem, and after 1868 as resident manager of the private bank of Ladd & Bush, founded by William S. Ladd of Portland and himself, that he gained his fortune. Mr. Ladd retired in 1883, and the bank has since been entirely in the hands of Mr. Bush and his son, Asahel N. Bush, and one of the most successful institutions in the Northwest. Mr. Bush is now one of the most extensive land proprietors in the country, owning also some valuable real estate in Salem. He is connected with banks in Portland, Seattle and Tacoma, is controlling owner of The First National Bank of Salem, and has a large interest in mills in Oregon City and Portland. Married near Salem, in 1854, to Miss Eugenia Zieber, he is the father of four children, Estelle, Asahel N., Sally and Eugenia. Mr. Bush is a Democrat, and in 1878, was made Superintendent of the State Penitentiary in Salem. He was chairman of his party's State Committee in 1888, and a delegate to Chicago in 1892, has been the candidate of the Democrats for United States Senator, and is now a Regent of the State University.

GEN. ASA SMITH BUSHNELL, manufacturer, Springfield, O., now Governor of Ohio, descends from Holland stock and is a grandson of Jason Bushnell, a soldier of the American Revolution and son of Daniel Bushnell, farmer and for more than thirty years a school teacher. Governor Bushnell was born at Canterbury Hill, near Rome, N.Y., Sept. 16, 1834, and went with the family to Cincinnati, O., in 1845, where he attended school for two years. While the paternal farm gave him occupation for a time, he went to the city of Springfield, in 1851, without means, and began life as clerk in a dry goods store, at \$5 a week and board, and later served Leffell, Cook & Blake-ney, water wheel manufacturers, as bookkeeper for three years. In September, 1857, Dr. John Ludlow, his father-in-law, gave him employment in a drug store, which he left in May, 1864, to go out to the Shenandoah valley for four months as Captain of Co. E, 152d Ohio Inf. Returning then to the drug store, he left mercantile business altogether in 1867, to enter the Lagonda Agricultural Works of Warder, Mitchell & Co., with which concern and its successors he has ever since been connected. Having bought a small interest soon after joining the works, he has increased his share since that time, and of The Warder, Bushnell & Glessner Co., as the concern is now named, he has been president since 1886. Champion mowers and binders are manufactured by the company, and the factory is one of the largest industries in Springfield, covering over sixty acres of ground and employing more than one thousand workmen. In 1886, Mr. Bushnell was appointed Quartermaster General of Ohio for four years, on the staff of Governor Foraker. He is now president of The First National Bank and The Springfield Gas Light & Coke Co., a member of the Masonic order in the 32d degree, and otherwise prominent in social and public affairs. In 1857, he married Ellen Ludlow, and their children are Fannie, wife of John F. McGrew, Harriet E., wife of Henry C. Dimond and John Ludlow Bushnell. In 1895, the Republicans elected General Bushnell, Governor of Ohio by the overwhelming plurality 92, 138.

GEN. BENJAMIN F. BUTLER, Lowell, Mass., lawyer, soldier and statesman, was less generally known as a business man, but is entitled to the credit of marked success in that field. Born in Deerfield, N. H., Nov. 5, 1818, he died in Washington, D. C., Jan. 11, 1893. The son of Capt. John Butler, who served under Jackson at New

Orleans, he came to Lowell, Mass., a poor boy, sturdy in build, rugged in health and determined to succeed. Through his own exertions, he gained admittance to Waterville college in Maine and graduated in 1838. Thereupon he studied law, began practice in Lowell in 1841, and, while not making a specialty of the highest class of cases, developed a large and profitable practice in Lowell and Boston, largely in the field of criminal law. By careful investment of his large receipts in real estate and manufacturing enterprises, he succeeded in accumulating a fortune of about \$3,000,000.

General Butler was always fond of public affairs, the hurly burly of politics having strong attractions for his bold and combative nature. He sat in both branches of the Massachusetts Legislature before the Civil War, and in 1860, attended the Charleston convention as a delegate. When the War broke out, as Brigadier General of Massachusetts militia, he marched to the front in April, 1861, and led his command to the rescue of Washington. May 16, 1861, he was commissioned Major General and served until December, 1864, taking a conspicuous but not always successful part in many famous campaigns.

Elected in 1866, a Member of Congress, he sat in the House of Representatives (saving 1875-77) until 1879, taking part in many stormy debates. General Butler was an ardent Republican in his earlier years and one of the most noted and effective orators of the party in campaigns. Later, he became an advocate of a large issue of United States greenbacks and, being thus at variance with his party, gradually became a Democrat. He was elected Governor of Massachusetts in 1882, for one year, and was defeated for re-election, and, in 1884, nominated for President by the Greenback party. After retiring from a public career, he resumed the practice of law and managed many important suits. In 1821, he married Sarah, daughter of Dr. Israel Hildreth, of Lowell. Mrs. Butler left the dramatic stage to become his wife. She died April 8, 1876. Two children survive them, Paul Butler, now treasurer of The United States Cartridge Co., and Mrs. Blanche Butler Ames, wife of the Hon. Adelbert Ames.

FRANCIS CLARKE BUTMAN, merchant, was one of the leading shipowners in the foreign trade of Salem, a city which at one time rivalled Boston in importance as a commercial center. He was born in New Orleans, May 26, 1819, son of a shipmaster, sailing in the employment of Joseph Peabody, of Salem. The boy was trained to the shipping business in the office of Michael Shepard, of Salem, and spent several years as commercial agent for leading firms in Para, Pernambuco and Buenos Ayres, shipping, buying and selling many cargoes of goods. Thereafter, for a time, Edward B. Kimball, of Salem, and ex-Mayor Cobb, of Boston, engaged in mercantile ventures in the foreign trade with Mr. Bertram, making large profits. During the latter part of his life, he traded with Sierra Leone, the Cape Verde Islands and the gold coast of Africa, owning three or four vessels and chartering others. At the time of death, the bark *Jennie Cushman* and the brig *Lucy Snow* were yet sailing in that trade. Mr. Butman exhibited the bluff, positive, brusque manners of a shipmaster in business affairs, but in private life the geniality and accessibility of a warmhearted, pleasant man. In the Board of Trade of Salem, the members valued him for his wide knowledge and incisive methods. Perseverance, incessant enterprise and cool good judgment were the secrets of his success. His opinion was always valued, and the people made him a member of the Common Council in 1866-68 and of the Board of Aldermen in 1869. An active spirit in creating the Wenham water supply, it was due to his good

financial management that the first water loan was successfully negotiated, and the city saved a large amount of money. Mr. Butman died in Salem, May 23, 1891, leaving a fortune and an honorable name to his sons, Francis R. and Henry C. Butman and five daughters. His wife (Abby Church) had preceded him to the other world, Oct. 27, 1887.

FRANCIS BUTTRICK, merchant, Waltham, Mass., was born in Pepperell in the same State, Jan. 20, 1814, and died in Waltham, Oct. 8, 1894. He was a son of Francis Buttrick, a carpenter, and of Puritan ancestry. Educated in the schools at Concord, Mass., he began business life as a carpenter and builder and, in 1857, invested his hard won savings in a lumber yard in Waltham. He was a good merchant, made his way rapidly, and continued in the business until 1889. Then, he invested largely in real estate. Mr. Buttrick was a Selectman of the town for many years, in order that he might promote the welfare of the community. At one time a director of The Waltham National Bank, he was president of The Waltham Co-operative Bank at his decease. Upon his death, he gave to the city of Waltham \$60,000 for a public library; \$10,000 to The First Universalist Society; \$10,000 to the city of Waltham for a poor fund, and \$25,000 for other purposes. The executors were made trustees of all the residue for public charities.



C.

RANSOM R. CABLE, railroad president, Chicago, Ill., a native of Athens county, O., born in 1834, is the son of Hiram and Rachel Henry Cable. With a scanty education, he began life in the lumber business, which he followed until 1856. Then removing first to Rock Island and later to Valley City, Ill., he became the proprietor of a flour mill. About 1859, Mr. Cable entered the coal and railroad business at Rock Island, and rose to be superintendent and finally president of The Peoria & Rock Island Railroad, and also managed The Rockford, Rock Island & St. Louis Railroad from 1871 to 1874. In 1883, Mr. Cable was made president of The Chicago, Rock Island & Pacific Railroad, which caused him to select Chicago for his home. He retains the presidency of that corporation to this day. Coal mining yet interests him, and he is also president of The Rock Island & Peoria Railroad and a director in The Union Stock Yards & Transit Co. of Chicago, and other corporations. He has married twice, the second time to Miss Jane Buford, of Rock Island, and has four children, Hiram S., Josephine, Fanny and Benjamin.

FRANCIS CABOT, manufacturer, a native of Newton, Mass., born June 16, 1825, is a descendant of a numerous family, endowed with the money making faculty and excellent social traits and prominent in commerce and manufactures in New England for several generations. Frederick Cabot, his father, was an old time Boston merchant. It was the good fortune of Francis to have wealth entrusted to him by inheritance, and it is much to his credit that he has not passed his life in idle leisure, but has been active in affairs, wise in management and modest in demeanor. He is treasurer of The Cabot Manufacturing Co., whose mills of 72,000 spindles are located in Brunswick, Me., and has held that position for thirty-five years. He is also treasurer of The Fisher Manufacturing Co. at Grafton, Mass., and has various other interests.

DR. HENRY MARTYN CALDWELL, Birmingham, Ala., capitalist, born in Greenville, Ala., in 1836, the son of a merchant and cotton planter, graduated in medicine from the University of Pennsylvania and practiced the healing art in civil life in Greenville until the time of the Civil War. The uprising of the South called him into the medical department of the Confederate army, where he served first in the 33d Ala. Inf., afterward going into the post hospitals. After the War, he returned to his profession in Greenville. In 1875, he removed to Birmingham, which then gave promise of material advancement, and displayed so much public spirit that the people made him Mayor of the city. His talent, integrity, untiring energy and enthusiastic belief in the future of his State led to the organization of The Elyton Land Co., and the stockholders naturally made him president of the enterprise. He accepted, with the determination to make the "magic city" his life work, and in the new enterprise risked every dollar he had saved. The Elyton Land Co., formed with a capital of \$200,000, purchased a tract of several thousand acres in Jones valley at a railroad crossing and laid it out in streets. Furnaces were built for smelting the iron from the neighboring hills, workmen were brought to the town, houses, banks, and all the equipment of a center of industry were created, lots were sold to actual settlers on reasonable terms, and a city sprang into existence a hundred miles away from any other community of

5,000 people. While the land sales of the company have been large, once amounting to a \$1,000,000 worth in a single month, the bulk of the property is retained by the company and has grown enormously in value. Taxes are now paid on a valuation of about \$900,000. With the growth of Birmingham, this company seems destined to a prosperous future. Dr. Caldwell has also taken an interest in other land companies and corporations, has served for a number of years as president of The Birmingham Trust & Savings Co., and is president of The Caldwell Hotel Co., which has built a handsome house in a commanding situation on a hill. He has also been a director in The First National Bank, The Williamson Iron Co. and The Birmingham Iron Works. His wife is a sister of Col. John T. Milner.

JAMES EDWARD CALHOUN, land owner and naval officer, Abbeville, S. C., was born in 1798, at Bonneau's Ferry, near Charleston, S. C., and died upon his estate, Oct. 31, 1889. He was of the kin of the famous Hon. John C. Calhoun, and son of John Ewing Calhoun, lawyer and first Senator from the up-country of South Carolina and a remarkable man. Floride Bonneau was the mother. The great grandfather, Calhoun, emigrated from Donegal, Ireland, to Pennsylvania in 1733, and moved thence to Virginia and to Abbeville district in South Carolina. James Edward Calhoun first entered the United States Navy. He became a remarkable linguist, learning to speak nearly every language in its native country, and also read Sanscrit. He was detailed to special service and sent with Long on his expedition to Fort Dearborn, now Chicago, to make a report, which has become quite famous. Resigning from the Navy, after eighteen years of service, and having travelled all over the world, and becoming, as before stated, a linguist, he settled at a beautiful spot on the Savannah river, at Abbeville, S. C., and scarcely ever afterward left the State of South Carolina, never accepting political office, either State or national. He became occupied with planting and interests in land and accumulated a very large estate, amounting to something like 25,000 acres in Abbeville county, S. C., and Washington county, Ga., extending on both sides of the Savannah river. There he lived. He bought, and his estate now owns, what is known as the famous Trotter's Shoal, in the Savannah river, which affords enough water power to turn the wheels of the city of Lowell, Mass. He was visited by Governor Lawrence of Rhode Island and other distinguished gentlemen before the late War, who came to examine and investigate his wonderful water power. He also accumulated an estate of about 100,000 acres, some of it mountainous, in what is now known as Oconee and Pickens counties, S. C. Mr. Calhoun was the largest land proprietor in South Carolina. He also accumulated one of the most valuable libraries in the United States, which he presented to a college. Mr. Calhoun was one of the most courteous and accomplished gentlemen of the South. He married Miss Maria Simkins of Edgefield, S. C., and had one child, a girl, who died in infancy. When he died, his estate fell to John C. Calhoun of New York city, a grandson of the original John C. Calhoun, and to Patrick Calhoun, brother of the present possessor of the name, and to five other heirs.

JAMES CALLANAN, Des Moines, Ia., one of the most prominent men in the State, was born in New Scotland, Albany county, N. Y., Oct. 12, 1818, the son of James and Mary Williams Callanan. His paternal grandfather was a native of Ireland, who emigrated in youth to America and married Miss Susan, daughter of Helmos Rowe, of an old Knickerbocker family. The wife of James Callanan, sr., was a daughter of Thomas Williams, a descendant of Roger Williams, the founder of Providence, R. I.

The subject of this sketch spent his youth on the paternal farm, and at the common schools and the seminary at Cazenovia. Studying law, at first with Koon, Bramhall & Ferguson and later with G. & R. W. Peckham in Albany, he was admitted to the bar in 1845 and settled in Albany to practice. For a young man, his success was marked. He soon saved a little money, which, with a small legacy from his father, he invested mostly in lands in Iowa. In 1857, S. R. Ingham and he started the bank of Callanan & Ingham at Des Moines, Mr. Ingham being the resident partner. The firm having bought real estate in Des Moines and vicinity, and dissolving partnership in 1863, it became necessary for Mr. Callanan to remove to Des Moines. He had intended to return to Albany but found it necessary to remain, and then, becoming more largely interested in Des Moines and the State, concluded finally to make Iowa his home. Active from the start in the material development of the city and State, he has always held large real estate interests in the central and western counties and is now interested in The Iowa Loan & Trust Co., The Citizens' National Bank, The Valley National Bank, The Des Moines Savings Bank, The State Savings Bank, and The Capital City State Bank. He was one of the founders of The Hawkeye Insurance Co., a prosperous institution, and has been its vice president for over twenty years, and is also largely interested in tin and gold mines in the Black Hills, S. D., and the large iron property in Durango, Mexico. In the organization of The Des Moines & Minneapolis Railroad, he took a leading part and was the principal contractor in building the road, which was afterward transferred to The Chicago & Northwestern Railroad. Once a Democrat, the aggressions of the slave holders made him a Republican, and the temperance cause has always had his support and received his liberal contributions. He also believes in aiding the colored man to improve and gives money continually for their benefit.

In 1846, Mr. Callanan married Miss Martha, a daughter of Daniel and Anna Coonley of Albany county, N. Y. Her family were Quakers and lived in the same school district with the Callanans. Mrs. Callanan is active in benevolence and has done much with money and pen, to aid the cause of equal suffrage.

Through the exertions of Mr. Callanan and his liberal gift of nearly \$50,000, Callanan college was established, and when Cazenovia seminary, which he attended in boyhood, fell into financial straits on account of non-payment of interest on over \$20,000 in bonds, Mr. Callanan quietly bought the bonds and gave them to the seminary.

JOHNSON N. CAMDEN, oil operator and railroad president, Parkersburg, W. Va., was born in Lewis county, Va., March 6, 1828, son of John S. Camden, business man and legislator, and although a man of modest circumstances at the start, rose in forty years to be the richest man in his State. After spending two years in the Military Academy at West Point, he went into the law in Parkersburg and became prosecuting attorney in 1852, for Nicholas and other counties, afterward spending a few years, 1854-58, in The Exchange Bank of Virginia, at Weston. When petroleum was discovered in West Virginia, at Burning Springs, Mr. Camden engaged in oil operations with his brother-in-law, Col. William P. Thompson, and with W. N. Chancellor, under the style of J. N. Camden & Co. In 1862, he became president of The First National Bank of Parkersburg. The first great success of the oil firm arose from the discovery of lands near Parkersburg, which yielded an excellent lubricating oil. They bought the lands, built a refinery, and soon came to the front as the largest dealers in oil suitable for lubrication in the United States. In 1875, the firm reorganized as The Camden

Consolidated Oil Co., Mr. Camden being president, joined The Standard Oil Co., and took steps to secure control of the entire oil business of West Virginia. In this, they were successful, buying all the refineries of Parkersburg and Marietta, and making profitable alliances with oil concerns in Louisville and St. Louis. Mr. Camden aided materially in carrying out the purposes of The Standard Oil Co., and on his own part, came into possession of large wealth. From that day to this, Mr. Camden has been active in the material development of his State. The Ohio River Railroad originated with him in 1882, and he built the road, and has since been chairman of the executive committee. He also promoted the construction of The Monongahela River Railroad, The Clarksburg, Weston & Midland Railroad (now a part of the West Virginia & Pittsburgh system) and The West Virginia & Pittsburgh Railroad, and has been for years president of these companies. He owns a bank, several river steamboats, several coal mines, lumber plants and a large interest in the Greenbrier White Sulphur Springs. Although a strong Democrat, he did not join the Confederacy during the Civil War. In 1868, the Democrats nominated Mr. Camden for Governor of the State, but the iron clad oath excluded so many Democrats from voting, that the ticket met defeat. In 1872, he was again a candidate for Governor, and came close to election, but was defeated by the the Bourbon element and Governor Jacobs, an independent candidate. After a stubborn contest, lasting a month, he was defeated for United States Senator in 1875, but was elected in 1881, and served afterward, Jan. 28, 1893–March 3, 1895. In 1858, Anna, daughter of George W. Thompson, of Wheeling, became his wife, and they have two children, Johnson N. Camden, jr., of Spring Hill, Ky., and Anna, wife of Gen. B. D. Spilman.

ALEXANDER CAMERON, a prominent tobacco manufacturer of Richmond, Va., is the well known senior member of Alexander Cameron & Co., of Richmond, Va., and a partner in Cameron & Cameron, of Richmond, and of William Cameron & Bro., of Petersburg, Va.

He was born in the North of Scotland, Nov. 1, 1834, the son of Alexander Cameron, a farmer, and Elizabeth Grant, his wife. The family came to America in 1847 and settled in Virginia. Well trained at home and sufficiently well schooled for all practical purposes, young Alexander began to earn his living at the age of thirteen, when he took a position in the factory of David Dunlop, a leading tobacco manufacturer of Petersburg. A diligent, shrewd, active boy, he applied himself earnestly to the duties assigned him, and mastered the various details of the business. Having won Mr. Dunlop's confidence, he was in time advanced to a partnership in the concern.

In 1856, Mr. Cameron decided to embark, with his brothers, William and George, in business, and formed the firm of William Cameron & Bro., of Petersburg. They entered upon the manufacture of tobacco upon a small scale and met with success from the start. Quick to see, after the Civil War, an opportunity for a heavy increase in the business, they extended the industry, by organizing the firm of Alexander Cameron & Co., of Richmond, in 1865. In the same year, with characteristic enterprise, the two men with their brother George established an Australian branch, and built large factories at Melbourne, Adelaide, Sydney and Brisbane. They thus sprang into great prominence upon the rising wave of the restoration of business, which followed the War, and the fame of the Camerons and their many brands of tobacco soon became almost world wide. Besides the large demand for their goods in this country and

Australia, they developed a profitable business in far off India, South Africa, and in fact throughout all the British possessions wherever tobacco is used.

To conduct successfully a large and far reaching industry like this called for business genius and executive ability of the highest order, and in Mr. Cameron, the head of the Richmond firm and general manager of its affairs, these qualities were never lacking. His nephew, Alexander Cameron, jr., has charge of the business in Australia, where the appointments and facilities of their factories are in every way equal to the great establishments they maintain in Virginia. The Sydney and Melbourne plants have in recent years been improved and extended at a cost of over \$100,000. At each factory they have erected their own bonded warehouse to facilitate local trade, and these are under the charge of officials, specially detailed by the Colonial government.

The Richmond factory of Alexander Cameron & Co. is devoted to the production of about twenty brands of plug and twist tobacco for export, and has a yearly capacity of a million and a half pounds of manufactured product, employing about 300 hands. It is a model of its kind, with a complete equipment of the best and latest machinery, and the latest ideas have been utilized looking toward the cleanliness and health of the establishment.

The factory of Cameron & Cameron in Richmond, located alongside of the property just mentioned, and a large structure, is used for the manufacture of paper and all tobacco cigarettes, cheroots and smoking mixtures. It employs 250 hands, and has an enormous capacity for the production of cigarettes and cheroots, besides 10,000 pounds of smoking tobacco, daily. Here are made five different brands of paper cigarettes, seven brands of cheroots, six brands of all tobacco cigarettes and a dozen brands of smoking tobacco, which have found their way into the favor of dealers and consumers throughout the world, and are put up in every conceivable style and shape, of which these goods are susceptible.

The mammoth concern of William Cameron & Bro., under the management and control of George Cameron, located at Petersburg, Va., gives daily employment to more than 600 people and has an annual output of over two and a half million pounds of tobacco, which is distributed to the four quarters of the globe. Like the great factory of Alexander Cameron & Co., at Richmond, this concern is a producer of plug and twist tobacco for export, and the dozen or so brands made here are celebrated both at home and abroad. This plant is as complete as any other in the country; and, with the offices, warehouse, engine rooms and drying rooms, occupying separate buildings, it forms an imposing group of structures with the dimensions of a manufacturing town. Every detail of its equipment seems perfect and all the machinery is from special designs.

Mr. Cameron has always maintained the highest standard of quality for his manufactured goods, and his customers are composed of the best of foreign and home trade.

Personally, Mr. Cameron is recognized as one of the most active, enterprising and public spirited citizens of Virginia, and is always interested in any movement looking toward the welfare of his State and the South. He was married Sept. 1, 1868, in Orange county, Va., to Miss Mary, daughter of Barton Haxall, a prominent miller of Richmond. This union resulted in ten children: Mary Haxall, Alexander, jr., Barton Haxall, William, Elizabeth Grant, Malcolm Graham, Jennie Gordon, Flora McDonald, James Blakewood, and Ewen Donald Cameron.

Mr. Cameron is a member of the famous Westmoreland club of Richmond.

While a staunch Democrat, he has never sought or held political office. His city home is at 519 East Franklin street, and he owns in addition a handsome and well appointed place in Orange county, known as Cameron Lodge, where he spends the Summer. He is domestic in his tastes and finds his greatest enjoyment in the society of his family.

JAMES DONALD CAMERON, Harrisburg, Pa., banker and railroad president, is a son of the late Simon Cameron, of distinguished memory. Left an orphan at nine years of age, Simon Cameron educated himself while learning the trade of a printer, edited a newspaper in Doylestown, founded The Middletown Bank in 1832, made money rapidly, promoted the building of railroads, and was president of two or more; entered public life in 1845, and was elected United States Senator five times; served as Secretary of War in 1861 and Minister to Russia in 1862, and died the possessor of a large fortune, survived by his son, the subject of this sketch, and his daughter, Mrs. Wayne MacVeagh. James Donald Cameron was born in Middletown, Pa., May 14, 1833, and graduated from Princeton College in 1852. His father gave him a clerkship in The Middletown Bank, now The National Bank of Middletown, and the young man rose successively to be cashier and president, and is president of the bank to-day. Through inheritance, he now has coal, iron and manufacturing interests in Pennsylvania and silver interests in the West, and was president of The Northern Railroad, 1863-74, until that line came under the control of The Pennsylvania Railroad. Like his father, he has taken an active part in public affairs and attended the Republican national convention in 1868 as a delegate. Under President Grant he served as Secretary of War, 1876-77, and resigned to accept a seat in the United States Senate to fill a vacancy caused by his father's resignation. He was re-elected in 1879, 1885 and 1891. In Congress, he has served as a member of the Senate committees on Military Affairs and Revolutionary Claims, chairman of Naval Affairs, and member of select committees on the Quadro-Centennial and Five Civilized Tribes of Indians. His first wife, Mary McCormick, having died, Senator Cameron married, in 1878, Elizabeth Sherman, a niece of General Sherman. He is a member of the New York club of New York.

PAUL CARRINGTON CAMERON, lawyer, planter and financier, Raleigh, N. C., born Sept. 25, 1808, in Stagville, N. C., died in Hillsboro in the same State, Jan. 6, 1891. Duncan Cameron, his father, was a native of Virginia, 1777, and in North Carolina became a lawyer, judge, planter, and 1829-49, president of the old State Bank of North Carolina, while Mrs. Duncan Cameron was Rebecca, daughter of Richard Bennehan, a wealthy merchant and planter of what is now the county of Durham, N. C. The Rev. John Cameron, D.D., father of Duncan, emigrated to Virginia in colonial times from Fairtosh in the Highlands of Scotland and derived lineal descent from Sir Edwin Cameron of Lochiel, chief of the Cameron clan. In Virginia, the doctor of divinity married Anne Owen, daughter of Col. Thomas Nash, older brother of Gov. Abner Nash and Gen. Francis Nash, both distinguished in the annals of the Revolution.

Paul C. Cameron was one of a family of eight children, but his seven brothers and sisters all died either unmarried or without issue. Paul was a young man of striking appearance, large and strong, with keen eyes, large head, aquiline countenance, ruddy features and bushy red hair; but, when after tutelage under private tutors and at Partridge's military academy in Middletown, Conn., where he commanded the four companies of cadets, he made his appearance at the University of North Carolina, clad in a full suit of red homespun, the boys called him "Red Bird." This precipi-

tated a fight, and the young athlete was expelled the day of his admission. The university took him back, but he left two years later and graduated from Washington (now Trinity) college, Hartford, Conn., in 1829.

Thereafter he devoted himself to the care of his father's extensive plantations in North Carolina, Alabama and Mississippi, Duncan Cameron being obliged to spend most of his time in Raleigh. These plantations, worked by slave labor, were patriarchal estates, with looms, shoe, wagon and blacksmith shops, a chapel and other less important equipments. Mr. Cameron developed into a model planter and became president of the first agricultural society in the State. But planting did not content him. He studied law and became inflamed with the spirit of internal improvement, promoted the building of The North Carolina Railroad, was elected a director and served for one year as president. He was also a director of The Raleigh & Gaston and The Raleigh & Augusta Air Line Railroads, The Citizens' and The Raleigh National Banks and in two of the largest factories in Rockingham, N. C., as well as a stockholder in cotton mills at Rocky Mount, N. C., and Augusta, Ga. Partly by inheritance, and in part through his own splendid energies, he rose to large wealth. In 1856, Orange county sent him to the State Senate. Formerly a Whig, he stood by his State and became a Democrat. Mr. Cameron never joined any clubs or secret societies, but served as president of The Historical Society of North Carolina and of the Alumni of the State university, for the welfare of which institution he labored constantly. In 1879, he delivered the commencement address at Trinity college.

Mrs. Cameron was Ann, daughter of Thomas Ruffin, Chief Justice of the State. They were married, Dec. 20, 1832. Two children died early in life; Duncan, a son, died in 1887, leaving three children, and Rebecca, wife of John W. Garham, also died before her father. The survivors of the family were Bennehan Cameron, Anne, wife of George Collins, Pauline, wife of William B. Shephard, and Mildred Cameron.

WILLIAM CAMERON, manufacturer, Petersburg, Va., was born in Grantown, Strathspey, shire of Inverness, Scotland, Aug. 11, 1829, the son of Alexander Cameron and Elizabeth Grant, his wife. The father tilled a farm and in town made shoes, having the largest shop there. The founder of the family in Strathspey came over from Lochaber during the fifteenth century, as one of a body guard of twelve dark-haired lads, nearest of kin to the daughter of Lochiel, bride of the Laird of Grant. The parish school taught young William in boyhood for a few years, but the father died when the lad was eleven, and then the beloved mother of the family emigrated with her six children, William the oldest, to New York. There, she soon lost her money in a little retail business, which had been started to support the family. Sending the children to Petersburg, Va., Mrs. Cameron apprenticed William to the tobacco trade for four years. The mother passed away, Jan. 9, 1848, leaving her boys orphans in a strange though generous land.

From floor sweeper in a tobacco factory, William was in due course of time promoted to the head of a department, and later, he became the head manager. In 1853, hard work, fidelity and shrewd, hard sense brought their reward, Mr. Cameron being admitted to partnership. This brought the chance for saving a little money, and at last, in 1858, Mr. Cameron started a tobacco factory on his own account under the name of Cameron & Crawford. Thereafter his rise was constant, year by year, interrupted only by the Civil War. Mr. Crawford died in 1866, whereupon Mr. Cameron with

two brothers and two brothers-in-law founded the firms of William Cameron & Bro., of Petersburg; Alex. Cameron & Co., of Richmond; Robert Dunlop & Co., of Louisville, and George Campbell & Co., of London and Liverpool, England. This circle of business houses, united by the strongest ties of kindness and business interests, has proved solid as a rock against financial troubles and has created a very great and remunerative trade. Mr. Cameron made his first visit to Australia during sixteen months of 1865-66, and became the pioneer in development of direct trade in tobacco products with that country. Up to 1886, he had made eight more trips, thus in all crossing the equator eighteen times. In 1886, Mr. Cameron retired in favor of his two brothers, but in 1888, finding that idleness was irksome, Mr. Cameron launched a new and stalwart craft and re-entered the industry under the flag of Cameron & Co., manufacturing tobacco for home consumption entirely; but he could not make headway against the trusts, and, at the age of sixty-six, he cast anchor safely in the quiet haven of final retirement, and is now enjoying the fruits of more than half a century of honest, diligent and sagacious labor.

In October, 1852, he married Martha Louisa Russel at Northfield, near Cumberland Court House in Virginia. Their only child, a son, died in 1859. Mr. Cameron is a member of the Melbourne club in Melbourne, and the Australian club of Sydney, N. S. W., and was once an honorary member of the Conservative club in London, England.

DANIEL J. CAMPAU, lawyer, a native of Detroit, Mich., was born Aug. 20, 1852, the son of Daniel J. Campau, a man of large fortune, who in turn was the son of Joseph Campau, a famous frontier merchant and Indian trader, whose long life of nearly a century was spent at Detroit. This family has now been established at Detroit for nearly two hundred years. Its first representatives came to the new world with Cadillac, founder of Fort Pontchartrain on the site of Detroit in 1701, and, after their arrival, they saw and took part in all the long labors, which resulted in the creation of cities and a civilized state in the then gloomy wilderness, inhabited only by savages and wild beasts. Mr. Campau was educated at Fordham, N. Y., studied law in Detroit, and, thoroughly equipped, was admitted to practice in all the courts, including the United States Supreme Court. In early manhood, he engaged in business on his own account, independently of his father, met with success and amassed his own fortune. He was then selected by his father, whose health was failing, to manage the latter's large estate. The Campau building for offices, the finest of its class in Detroit, was erected during his trusteeship. One of the three heirs of his father (who died Feb. 15, 1883), he received a large legacy, and has since been occupied with investments. Mr. Campau is a Democrat and influential in the councils of his party. Several times a delegate to local, State and national conventions, he aided in nominating and electing President Cleveland in 1884, and has been treasurer of the Democratic State Committee since 1886. Collector of Customs at Detroit, 1886-90, he was chairman of the State Committee and carried Michigan for the Democrats in 1890, for the first time in thirty-seven years. Mr. Campau has been prominently connected with the trotting turf, principal owner of the Detroit Driving club, president of The American Trotting Association, and controlling owner of the newspaper called *The Chicago Horseman*. A man of force, capacity and character, liberal and public spirited, he is highly esteemed.

ANTHONY McHUGH CANNON, a Western banker, born on a farm in Monmouth, Ill., died in New York city, April 6, 1895, at the age of sixty-eight. At seventeen, this energetic man found his way to Chicago, and, knowing a little about farming matters, worked up in the grain business until he had become a member of the Board of Trade. Later, he went to Kansas City and engaged in the milling business, in 1867 crossed the plains with an ox team, and, when the gold fever broke out, joined the rush to the White Pine regions and became a miner. Afterward, he opened a hotel in Los Angeles, Cala. But business was slow and within a few years he went to Portland, Or. About 1884, Mr. Cannon resolved to see what could be done at the falls of the Spokane river, fifty miles from its junction with the Columbia, where an enormous water power was running to waste in the heart of the wilderness. He became one of the first settlers of Spokane and was always known as "the father of Spokane Falls." During his twelve years' residence there, he accumulated \$3,000,000. At the time of his death, he was president of a bank at Spokane, The Washington National Bank, The First National Bank of Taluse City, The Spokane Milling Co., The Spokane Gas Co., The Spokane Railway system, The Columbia Railway & Navigation Co., and The Snow-Qualimix Coal & Coke Co., and one of the principal owners of *The Spokane Review*. He was known as a liberal and charitable man, and had been elected Mayor of Spokane several times. In 1890, he was a candidate for the United States Senate and withdrew because of bad health. He was married three times and leaves a widow and several children.

CHARLES WESLEY CANNON, a pioneer of Montana and land owner, was born in Cleveland, O., July 1, 1836. Jan Canon, a Huguenot emigrant, founded this family in America, in 1692. James Le Grand Cannon, the grandfather of Charles, lived in Stratford, Conn., and there George Cannon, the father of Charles, was born. The subject of this sketch moved, with his parents, at an early age to Dubuque, Ia., went to school with the other boys and at the age of sixteen, his father's health having failed, took charge of the latter's store. To the satisfaction of all concerned, he proved a very good merchant, and his partnership of Cannon & Smith, formed in 1859, grew to be one of the largest mercantile firms in the State. In 1863, Mr. Cannon and his younger brother sold their business, and, after a tedious journey of five months across the plains by way of Omaha, in their own wagon, arrived in Virginia City, Mont. Twice they were attacked by the Sioux, but they found pure water to drink and had enough to eat and arrived in safety, at once opening a store in Virginia City as the firm of Cannon Bro's. When gold placer mines were discovered at Helena in 1864, Mr. Cannon looked over the ground and then opened a branch store at Helena as Cannon & McQuade, reorganizing later as Kerchival, Cannon & Co. The store became one of the largest depots of groceries and miners' supplies in the Territory. In 1882, having gained a moderate capital, Mr. Cannon withdrew from mercantile pursuits to devote himself to real estate and mines. To-day he is the largest tax payer in Helena, and is a leading spirit in gas, electric light and street railroad companies and president of several of them. He is also vice president of The Montana Central Railway, director of The Montana National Bank, proprietor of a ranch of 3,000 acres, stocked with cattle, horses and sheep, and an all-round useful citizen. In March, 1868, Mr. Cannon was married to Miss Catherine B. Martine, of Ithaca, N. Y., daughter of Capt. W. W. Martine.

JOHN BROE CAREY, property owner, Wichita, Kan., an Irishman by birth, originated in County Dublin, June 21, 1828, and came to America in 1847. Removing to Maroa, Ill., he was twice a councilman there, three times town clerk and twice Justice of the Peace. He came to Kansas in 1874. One of the early settlers of the State, his first occupation was in the live stock and cattle business. Kansas is too new for the creation of many large fortunes, and being devoted mainly to farming and stock raising, exposed to occasional drouth and grasshoppers, and partly ruled by Populist notions, has gathered wealth more slowly than other States. Yet the State is full of opportunities, and Mr. Carey has made his way by adapting himself to his surroundings and dealing in lumber, live stock and real estate. He is the owner of the Carey Hotel and other excellent property, has money to lend, the sure sign of a prosperous man, and has been enabled to make satisfactory investments in excellent securities. He was elected Mayor of the city in 1893.

JOSEPH MAULL CAREY, LL. D., lawyer, ranchman, and formerly United States Senator from Wyoming, a native of Milton, Del., was born Jan. 19, 1845. His father was Robert Hood Carey, merchant and farmer, and his mother, Susan Pitt Davis. The ancestors of both were among the early settlers of Delaware. Young Mr. Carey had some difficulty in getting an education, but by study at home and by teaching in the public schools, he managed to fit himself for college, and spent two years in Fort Edward collegiate institute and had a partial course at Union college. In 1867, he graduated from the law department of the University of Pennsylvania.

In 1869, an appointment as District Attorney for the newly created Territory of Wyoming changed the current of his life. Mr. Carey repaired to Cheyenne, dealt with frontier crimes to the best of his ability, and in 1872, became a Justice of the Supreme Court of Wyoming for four years. He was one of the first to utilize the nutritious grass of the unfenced plains of Wyoming for cattle growing and met with remarkable success therein. About 1885, his interests were incorporated under the title of The Penn Cattle Co., capital \$2,000,000, and Mr. Carey has been president of the company to this day. He is also president of The Fremont Cattle Co., and The Wyoming Development Co., and for several years was president of The Wyoming Stock Growers' Association, which represented a combined ownership of \$100,000,000 in cattle, horses and sheep. Judge Carey also did much to promote real estate development in Cheyenne, and during his administration as Mayor, 1880-84, introduced the water and sewerage systems and other public improvements. Judge Carey has been active in politics as a Republican and represented Wyoming in the 49th, 50th and 51st Congresses, there being no opposition at the last election. The admission of Wyoming as a State, July 10, 1890, was largely due to his personal and untiring labors in Congress. He drafted the act of Congress and secured its passage. The Republicans of Wyoming having swept the State, Judge Carey was elected United States Senator for the term ending March 4, 1895.

In 1877, he married Miss Louise, only daughter of E. C. David, Surveyor General of Wyoming, and they have two sons, Robert Davis and Charles David Carey.

THOMAS M. CARNEGIE, iron manufacturer, a brother of Andrew Carnegie, died in Pittsburgh, Pa., Oct. 19, 1886, at the age of forty-three. Born in Dunfermline, Scotland, he arrived in America at the age of four, being taken at once to Pittsburgh by his father. His first small earnings were gained in the telegraph department of The Pennsylvania Railroad, after a few years, he became clerk and assistant to the general

superintendent of the company. While yet under eighteen years of age, he formed a partnership with Andrew Kloman and Henry Phipps, jr., for the manufacture of iron on a small scale. The demand for iron during the Civil War aided them greatly and they made considerable money. After the War, this firm consolidated with another, of which Andrew Carnegie and Thomas M. Smith were members. High prices had called a vast number of iron furnaces into existence, and the Carnegies saw no way to gain an advantage over their competitors except by creating so large a plant that iron could be made at the lowest possible cost per ton. So they entered upon a policy of enlargement. The Edgar Thomson Steel Works and other establishments were acquired; steel, steel rails, rolled iron and coke were added to the production: and in April, 1881, the partners organized the firm of Carnegie Brothers, Ltd., Thomas being elected chairman and holding that position until his death. The Carnegie works were enlarged until they had become probably the most extensive in the world, and their profits, while not large per ton of metal produced, were enormous in the aggregate. Mr. Carnegie was a director in various coal and coke companies, The Keystone Bridge Works, The Lawrence Bank, The Third National Bank, The New York & Cleveland Gas Coal Co., with mines at Turtle Creek, Pa., and various other concerns. In June, 1866, he married Miss Lucy, daughter of the late William Coleman, and had nine children, six sons and three daughters. A few years before his death, Mr. Carnegie purchased 20,000 acres of land at Dungeness, Cumberland Island, on the east coast of Georgia, where he built a winter home, costing \$200,000 exclusive of the land. The island is famous as the burial place of many heroes of the American Revolution. Mrs. Carnegie was sole inheritor of her husband's fortune.

COL. JULIAN S. CARR, banker and manufacturer, is president of The First National Bank of Durham, N. C., and of Blackwell's Durham Tobacco Co., manufacturers of the brand of American smoking tobacco, which is probably the best known of any throughout the world. He is in the prime of life, of agreeable manners and fine business ability and has risen into prominence with unusual rapidity.

He was born at Chapel Hill, Orange county, N. C., Oct. 12, 1845, of Scotch-Irish descent. His father, John W. Carr, married Miss Eliza Panel Bullock in 1835, and resided continuously at Chapel Hill, where, to the time of his death, he conducted the leading mercantile interest, enjoying in a marked degree the respect and confidence of the entire community, regardless of creed or color. One feature of the elder Carr, worthy of comment, was that he was careful to provide all his children with a most liberal education.

Julian S. Carr was educated at the State university, at that time possibly the most renowned seat of learning and the most influential in the Southern States. At a tender age young Carr left the university and joined the army of Northern Virginia under Lee. As a private in Co. K, 3d N. C. cavalry, Barringer's brigade, he served until the close of the War; and while carrying in his pocket two commissions for promotion, preferred to serve with the rank and file, on the theory that "the post of honor is a private station."

Colonel Carr's financial success grows out of a modest investment, which he made in 1870, in the manufacture of Blackwell's Durham smoking tobacco. The founder of this business, a man of striking qualities, had made a fortune and had lost it. Other makers had come into the field, and a fierce competition had reduced the busi-

ness to a low ebb. Colonel Carr believed that he could retrieve the fortunes of the house, and he engaged in an effort to do so, with an energy, quietness and soundness of judgment which have always been characteristic of the man. He discerned clearly the road to success, which lay in the direction, first, of the production of a mellow and fragrant brand of pure smoking tobacco, and, next, of the advertising of it in an original, persistent and striking manner. He sent an army of advertisers into every part of the United States and into foreign countries, and these men painted every available rock, fence and building with the picture of the sturdy Durham bull, which was his trade mark. The cost of this work was enormous. Competitors were astounded at the prodigal expenditure. But the returns justified Colonel Carr's judgment. Orders for the Durham Bull tobacco soon poured into the office of the works from every part of the world. Colonel Carr made a point of dealing openly with the retail trade, and of not requiring that merchants should sign a contract forbidding them to sell the brands of other producers. He paid farmers the full price for their tobacco and in every respect conducted his business upon a high plane and in the most honorable manner. Little by little he built up the sale of his goods, until he led all competitors in every country in the world. His packages were shipped from Durham by the car load. A factory is now in operation in Durham under his management, which gives remunerative employment the year around to a large force of operatives.

Colonel Carr lives in a commanding location in the city in a beautiful mansion, called Somerset Villa, which represents the most refined taste of the present day. Its cupola, gable, stained glass windows, interior decorations, and carefully laid out grounds, charm every visitor, who is permitted to visit the spot.

Deeply interested in public affairs, he is fitted by reading and experience for public station. He was one of those considered in the formation of President Cleveland's cabinet and has been prominently named for Governor of the State. His energies have brought millions of money to North Carolina for the purchase of its productions, and few, if any, other men in the State in private life, are held in such high esteem.

He is president of The First National Bank of Durham, The Golden Belt Manufacturing Co., The Bessemer Mining Co., The Durham Electric Lighting Co., The Greensboro Female College Association, and The Southern Manganese Co., and vice president of The Durham Cotton Manufacturing Co., The Durham Fertilizer Co., and The Southern Immigration Land & Title Co., and trustee of the State University, and Trinity college and director of the Oxford Orphan Asylum, etc.

WILLIAM T. CARTER, coal miner, Philadelphia, Pa., who died in that city, Feb. 9, 1893, was born in Cornwall, England, Aug. 23, 1827, in an old family which traced its ancestry directly to the kings of England. William Carter, his father, was a miner and shipper of coal, the mother being Mary Thomas before marriage. Sailing for America in 1850, Mr. Carter settled in Stockton, Pa., and entered the employment of of his uncles, John and Richard Carter, pioneers in anthracite coal mining. By industry and thrift, he had soon earned enough to buy a part interest in a coal tract and finally bought from his partners the whole property, known as the Coleraine collieries, near Beaver Meadows, Pa. He operated these mines for many years, adding millions of tons to the anthracite production of Pennsylvania during the thirty years of his active life. About 1867, Mr. Carter founded the town of Redington, on The Lehigh Valley Railroad, below Bethlehem, built there two large blast furnaces

for the manufacture of pig iron, and erected machine shops and other works and a large number of dwellings. After 1860, his home was in Philadelphia, and he became a large owner in many good properties in that city including the Ridge avenue, Fourth and Eighth street railroads and The Philadelphia Traction Co. He was also one of the largest stockholders in The Fidelity Insurance, Trust & Safe Deposit Co., and other financial institutions. Mr. Carter was gifted with a striking personality and formed a unique and prominent figure in industrial circles. In social life, he was well liked. Among his clubs were the Art, Union League, Rittenhouse and Historical & Genealogical. Nov. 11, 1868, in Cleveland, O., he married Miss Cornelia Redington, who survived him with three children, William E. Carter, Helen R., wife of Dr. Joseph Leidy, and Miss Alice Carter.

JEROME I. CASE, manufacturer, Racine, Wis., was born in Williamstown, Oswego county, N. Y., Dec. 11, 1819, died in Racine, Dec. 22, 1891. The English progenitor of the Case family arrived in the new world in the century before the American Revolution, and, on his mother's side, Mr. Case was of the kin of President Jackson. When a lad of fifteen, Jerome began to help his father develop a crude project for thrashing grain by a mechanical contrivance, in order to save the back breaking labor of beating straw with a hand flail. In 1840, he began to do business for himself, but, realizing the need of more education, went to school for one season at Mexicoville, N. Y. In 1841, he started for Racine, Wis., with six crude, one horse, tread mill threshers, sold all except one, and ran that one until it was worn out. In 1843-44, a better machine was perfected by Mr. Case, able to thrash and separate the grain in one operation, and in 1847, a modest factory was build by him, three stories high, 30 by 90 feet in ground plan, and the manufacture undertaken. The success of the Case machines was phenomenal. Repeated enlargements of the plant were needed, and these great and prosperous works now occupy forty acres of ground and have an output of \$2,000,000 worth of machines a year. In 1880, the business was incorporated as The J. I. Case Threshing Machine Co., capital \$1,000,000, Mr. Case being principal owner and president. He was also a founder and controlling spirit of The J. I. Case Plow Works, capital \$400,000, and founder and president of The Manufacturers' National Bank of Racine, The National Bank of Burlington, The Granite National Bank of Monrovia, Cala., and The First National Bank of Fargo, N. D. Mr. Case was a man of noble traits of character and fine abilities, being generous to employes, upright in the extreme, and liberal in charity. He was Mayor of Racine at one time and a State Senator. In 1849, he married Lydia, daughter of Stephen Bull, one of his partners, and four of their seven children survive him, Henrietta, wife of Percival S. Fuller; Jessie S., wife of H. M. Wallis; Amanda, wife of J. J. Crooks, and Jackson I. Case. Mr. Case found entertainment in raising thoroughbred horses, and he was the owner of Jay Eye See and other noted animals, and of a third interest in Glenview stock farm, near Louisville, Ky. Jackson I. Case has succeeded his father in the plow and threshing machine companies.

LEONARD CASE, sr., a man greatly beloved in Cleveland, O., could boast that every drop of blood in his veins was of Protestant origin. Butler Case, his progenitor, was one of four sturdy Dutchmen, brothers, the others being Christopher, Theophilus, and Reuben, who migrated from Holland early in the last century to Long Island and New Jersey. Butler went out in 1778 to Westmoreland county, Pa., where his son

1857, he was made Secretary of State under Buchanan, but resigned when Buchanan refused to reinforce Fort Sumter.

The public career of General Cass lasted fifty-six years, and he was always well regarded for patriotic spirit, natural ability and attainments, and upright and temperate character. His wealth came from the purchase in early days of land, upon which a portion of Detroit has been built. It was the largest land estate in the city. General Cass died in Detroit, June 17, 1866, leaving one son, Lewis Cass, jr. Mrs. Cass was Elizabeth Spencer of Virginia.

ALEXANDER JOHNSTON CASSATT, civil engineer and railroad manager, Philadelphia, Pa., is the son of a manufacturer and banker. Born in Pittsburgh, Pa., Dec. 8, 1839, the University of Heidelberg and the Rensselaer Polytechnic Institute made him a civil engineer. Student days being ended in 1859, Mr. Cassatt helped locate a line of railroad in Georgia, but the South waxed hot over politics and Mr. Cassatt came North at the outbreak of the Civil War, and in April, 1861, went to work as a rodman for The Pennsylvania Railroad. With this company he remained until 1882, receiving one promotion after another until he had nearly reached the top. In 1863-64 he was assistant engineer in the construction of the line, connecting The Pennsylvania and The Philadelphia and Trenton Railroads and in 1864-66, resident engineer in charge of the middle division of The Philadelphia & Erie Railroad, during that period dwelling in Renovo. Col. Thomas A. Scott, president of The Pennsylvania Railroad, soon saw the value of Mr. Cassatt, who became successively superintendent of motive power of The Philadelphia & Erie Railroad, and during 1867-70, of The Pennsylvania Railroad at Altoona, rising, Dec. 1, 1871, to be general superintendent of the whole road and general manager of the lines east of Pittsburgh. He then established his home in Philadelphia. July 1, 1874, after the death of J. Edgar Thomson, president, the company elected Mr. Cassatt third vice president and, June 1, 1880, first vice president. His administration from first to last is recorded as one of unvarying success. He was capable of continuous labor, never spared himself in any position, and was active in all that long effort, which ended in the final consolidation of a large number of independent lines in the great system of The Pennsylvania Railroad, and not only played well his part in creating a great property, but in these operations gained a considerable fortune. He retired, Sept. 30, 1882, and, to secure greatly needed rest, immediately made a trip to Europe. He is yet a director of The Pennsylvania Railroad. Feb. 1, 1885, Mr. Cassatt became president of The New York, Philadelphia & Norfolk Railroad, and, since 1891, has been president of a syndicate, which has in view the building of a railroad to connect North and South America. He finds much enjoyment in the management of a stock farm, and is a member of the Union and Coaching clubs of New York city, as well as of other social organizations.

JOHN DEAN CATON, Chicago, Ill., capitalist, possesses in a marked degree both legal and business talent. He was born in Monroe in Orange county, N. Y., March 19, 1812, and after a course at the academies in Rome and Utica, N. Y., devoted himself to the text books of the law and was admitted to practice in Chicago in 1833. Friendly favor toward the attractive new comer in the then small town resulted in his election as Justice of the Peace in 1834. The city was then so small that only 229 votes were cast at the election. Mr. Caton gained a large and lucrative practice during the next few years, and in 1842, was elected Judge of the Illinois Supreme

Court, becoming Chief Justice in 1855. He resigned that honorable position in 1864, in order to devote himself to private business. Judge Caton's prosperity is largely due to his successful practice of law, but has grown more directly out of a patented process of his own for cutting granite, his investments in a foundry and glass factory in Ottawa, Ill., and his ownership in telegraph lines. After his retirement from the bench, he travelled for several years in Europe, China and Japan. A good observer and a competent writer, he has produced several interesting books, among them "A Summer in Norway," and "Antelope and Deer of America," while *The American Naturalist* and other scientific journals have printed many articles from his pen, and he has made many public addresses. One of his essays read before the Chicago Philosophical Society on "Matter and a Supreme Intelligence," attracted widespread attention.

JONATHAN CHACE, the shrewd, kindly, and well-known Quaker manufacturer of Providence, R. I., born in Fall River, Mass., July 22, 1829, is a son of Harvey and Hannah Wood Chace. For six generations on both sides of the family in America, the ancestors of Mr. Chace have belonged to the Society of Friends. Oliver Chace, his grandfather, built the second cotton mill in the United States and ranks in history as one of the pioneers of that industry. Harvey Chace followed his father in cotton manufacturing, and Jonathan has followed in the same path. Taught at the Friends' School in Providence, and finding a field for his youthful energies ready at hand in the prosperous business of his father, Mr. Chace was not called upon to endure any hardship at the beginning of his career, and his sunny nature and well-developed character are, in part, the consequence of the result of not being obliged to grow up under conditions so harsh as to leave no opportunity for self-improvement. During the early stages of his business career, Mr. Chace was for six years, 1851-57, a dry goods commission merchant in Philadelphia, a city full of Friends, among whom he found congenial society. Since 1857, he has lived in Providence and has been engaged in cotton manufacturing. Too prominent to remain wholly a private citizen, Mr. Chace has been sent to the State Senate twice, the lower House of Congress for two terms, March 4, 1881-85, and has twice been elected to the United States Senate, beginning in 1885, but resigned in 1888. He is a partner in J. H. & J. Chace, merchants of cotton goods and agents of The Albion Co., treasurer of the company thus named, president of The Phenix National Bank, director in several other companies, and greatly honored in every relation for his character and ability. Mr. Chace is not a club man. His wife is Jane C. Moon, whom he married in Bucks county, Pa., in 1854. They have two daughters, Anna H. and Elizabeth M.

JEROME BUNTY CHAFFEE, a gold miner in Colorado, who died in March, 1886, belonged to the class of men, whom no adverse circumstances of poverty in youth or lack of finished education can keep in the background. Born in Niagara county, N. Y., April 17, 1825, and, when old enough to work, supporting himself for several years as clerk in a country grocery store, he finally moved to Adrian, Mich., and both taught grammar and mathematics in the High School and carried on a dry goods store there. The death of his wife led him to change his residence to St. Joseph, Mo., where, in three years' time, he had built up a large frontier trade as a merchant, and for a time conducted a bank. Then he moved to Elmwood, Kan., to speculate in land through the operations of a land company, of which he was president. The Pike's Peak excitement drew him to Colorado in 1859, in time to let him become one of the first settlers

and founders of the city of Denver. As early as 1861, he had a stamp mill running in the mountains near Central City, and in time he took an interest in nearly a hundred gold mines on the famous Bob Tail and other lodes, which seamed every mountain in that vicinity. These properties yielded him a fortune of about \$3,000,000, a part of which was afterward lost in unsuccessful ventures. In 1865, he bought Clark & Co's bank in Denver, and established The First National Bank, of which he was president until 1880. In 1861, Mr. Chaffee went into the old Territorial Legislature, in which the Spanish members from Southern Colorado, when rising to speak, used to have an interpreter stand up with them and translate their remarks into American, sentence by sentence. Mr. Chaffee was re-elected in 1863, and in 1876, became one of the first United States Senators from Colorado. In 1884, the Republican National Committee elected him its chairman. Mr. Chaffee died March 9, 1886, at the home of his daughter, Mrs. U. S. Grant, jr., Salem Center, Westchester county, N. Y.

THOMAS CHALMERS, manufacturer, Chicago, Ill., born at Dronley, near Dundee, Scotland, in 1815, emigrated to America in a sailing ship from Glasgow in 1842, the voyage consuming fifty-two days. He landed in New Orleans and went on to Chicago. An ingenious youth, with a love for mechanics, anxious to earn his own living, he took an apprenticeship in the machinist's trade, and, when the right time had arrived, engaged in business for himself. Partly through native wit and good workmanship and in part in consequence of the rapid growth of Chicago, which made a demand for his services, he soon rose to prominence. He was superintendent for a time of The Eagle Works.

In 1871, when The Eagle Works withdrew from business, D. R. Fraser and Thomas Chalmers organized the firm of Fraser & Chalmers, and began their labors in a small shop, 60 by 145 feet in ground plan, with a force of sixty men. Both of the partners were practical machinists and entirely congenial to each other, and a large industry grew up under their management. Their success has undoubtedly come in large part from their early recognition of the importance of the gold, silver and copper industries. They invented and patented improved machines for milling, smelting and refining ores, which soon came into general demand, bringing to their works an immense business. Among their machines are haulage apparatus, cages and cars, pumping machinery, stamp mills, ore crushers, amalgamators, air compressors, and a large variety of other articles for the mechanical outfit of mines producing gold, silver and copper. The firm have sent their products into all the mountain ranges of the United States, Bolivia and Mexico, and for many years have enjoyed a trade with South America, India, Africa, China and Japan. In 1890, they incorporated under their own name with a capital stock of \$2,750,000. The little old shop has now grown to cover four acres of ground. A new one, covering eight acres of ground, has been built at Twelfth and Rockwell streets, besides a factory at Erith, Kent, on the Thames, in England, in order the more readily to reach the general markets of the world. The original force of sixty employ  s has grown to 1,200 competent and able machinists.

The extended trade of the concern has compelled them to open branch offices in New York city, London, Denver, Helena, Salt Lake City, the City of Mexico, and Tokio in Japan. Mr. Chalmers is a Free Mason, an Odd Fellow and member of the Illinois club.

WILLIAM J. CHALMERS, manufacturer, Chicago, Ill., son of Thomas Chalmers, was born at No. 112 West Monroe street, in Chicago, July 10, 1852. From the West Division High School he stepped into business life. For four years an apprentice in The Eagle Works, of which his father was superintendent, he spent his period of pupilage in the drawing room and pattern shop. He next spent a year in travel in France, Germany, Switzerland, and other parts of Europe as well as in the British isles. In 1871, when Fraser & Chalmers succeeded to The Eagle Works, William J. Chalmers took charge of the finances and has since steadily risen through intermediate grades to the presidency of the concern. He is a practical man, energetic, keen, upright and sympathetic. In fact, through his instrumentality, a relief and aid society has been organized at the works for the benefit of employés. In general subscriptions for charity, Mr. Chalmers is especially liberal toward the care and assistance of children. For the success of the World's Fair, he labored with all his energy, as a director from the first, and a member of the Committees on Ways and Means and Mines and Mining, and he is now a director in The Commercial National Bank and The Field Columbian Museum, and a member of the Chicago, Union League, Illinois, Washington Park, Athletic and Fellowship clubs. He generally takes luncheon at the Chicago club in company with friends prominent in the business and professional world, and has been president of the Illinois club. In politics, he is a Republican, and has served on the Board of Education. Travel, music and the drama form his favorite diversions. President Chalmers was married in 1878, to Miss Joan Pinkerton, a daughter of the late Allan Pinkerton, famous as a detective. This union has brought them two children, Joan and Thomas. Their summer home is at Dronley cottage, Lake Geneva, Wis.

SELAH CHAMBERLAIN, railroad builder, Cleveland, O., born in Brattleborough, Vt., May 14, 1812, died in Cleveland, Dec. 27, 1890. He was of English descent and the son of Selah Chamberlain, a farmer. Educated at the public schools, he left the home of his boyhood at the age of twenty-one, and entered a store in Boston as clerk, remaining there two years. But a store did not suit his active nature. In 1835, he found work as a contractor and built the Erie extension of the Pennsylvania canal, and afterward part of the Ohio & Pennsylvania and Wabash & Erie canals. In 1845, he went to Canada, and spent two years in canal improvements along the St. Lawrence river, and then built successively under contract The Rutland & Burlington, The Ogdenburg & Rouse's Point, The Cleveland & Pittsburgh, and a large number of other railroads, in whole or in part, including The La Crosse & Milwaukee and The Minnesota Central Railroads. The construction of the lines of The Chicago, Milwaukee & St. Paul system gave him a large amount of work. In 1871, he began building The Lake Shore & Tuscarawas Valley, now The Cleveland, Lorain & Wheeling Railroad, and was its president at his death. Mr. Chamberlain was interested largely in iron manufactures in Cleveland and in Lake Superior iron mines, and had been a director of The Mercantile National Bank in Cleveland, president of The Cleveland Transportation Co., director of The Dubuque Water Co., of which he was principal owner, head of the private bank of Chamberlain, Gorham & Perkins and interested in other Cleveland enterprises. He gained a large fortune by honorable methods. While refusing political office, he was deeply interested in whatever would promote good citizenship, and for about forty years belonged to the Presbyterian church. He married in 1844, Arabella Cochran of Crawford county, Pa. Two children were born to them, neither now living.

ZACHARIAH CHANDLER, merchant and United States Senator from Michigan, was born in Bedford, N. H., Dec. 10, 1813. Like so many other noted Americans, he sprang from the farm, and, during early years, attended country school, and taught therein one winter. It is said that his father offered him the choice of a course at college or \$1,000 with which to go into business. Zachariah chose the money, and, in 1833, located in Detroit and opened a modest dry goods store in that then small, growing city. The business career of Mr. Chandler proved exceedingly successful. The store grew with the city and State, became a wholesale establishment after a while, and made Mr. Chandler a rich man.

Wide reading, acquaintance with men, and a strong mind supplied fully the lack of a college education in Mr. Chandler, and he became one of the best informed and most influential men of his State. Early struggles developed in him shrewdness of native wit and a vigorous and independent way of his thinking, and these, with a commanding personal appearance, a combative nature, and a positiveness of character almost verging on sternness, were the sources of his power. Before the War, Mr. Chandler was an active agent in the famous "underground railroad" to Canada. He entered public life in 1851 as Mayor of Detroit, and in 1852, ran for Governor of Michigan and received so large a vote as to attract public notice. In January, 1857, he succeeded Lewis Cass in the United States Senate, and held that seat until October, 1874, when, for two years, he became Secretary of War under President Grant. In February, 1879, for the fourth time, he was elected to the United States Senate. While lacking scholarly grace of manner and speech, Mr. Chandler exerted a strong influence while in Washington. Intensely Republican, aggressive, absolutely fearless, he was one of the strong and uncompromising champions of freedom in Kansas, of suppression of the Rebellion and the enactment of Republican measures. Feb. 11, 1861, he wrote a letter to Governor Blair of Michigan, in which he said: "Without a little blood-letting, this Union will not, in my estimation, be worth a rush." He regretted that President Lincoln did not call for 500,000 men at first instead of 75,000, and in July, 1861, introduced a sweeping confiscation bill, which, however, was not passed in its original form. One expression of Mr. Chandler's loyalty, the purchase of Government bonds, eventually added largely to his fortune, but he would cheerfully have submitted to entire loss of his investment rather than have seen the Government crippled for lack of funds. He was chairman of the Republican National Committee in 1876, and in the Presidential campaign of that year. While in Chicago to deliver a political speech, he died alone in his room on the morning of Nov. 1, 1879.

A fortune of several millions was left to Mrs. Letitia Grace Chandler, his wife, and his daughter Mary, the wife of Eugene Hale, United States Senator from Maine.

HENRY AUSTIN CHAPIN, owner of the famous Chapin iron mine and a resident of Niles, Mich., originated in Leyden, Franklin county, Mass., Oct. 15, 1813, son of Lorenzo and Maria Kent Chapin, farmers. The lineage of this gentleman goes back to Deacon Samuel Chapin, a settler in Springfield, Mass., in 1642. Owing to a migration westward, Mr. Chapin learned to read, write and do other things of that sort in a country school in Portage county, O., and he set foot on the first round of the ladder of business life as clerk in a general store in Akron, O., climbing high enough to open a store on his own account in Michigan. How high he has since ascended is denoted by the fact that to Mr. Chapin belongs the fee of the land on the upper

peninsula of Michigan, upon which the Chapin iron mine is now being operated. A royalty is paid for every ton of ore taken out, and, it is said, Mr. Chapin's revenue from that source has sometimes amounted to between \$100,000 and \$300,000 a year. The principal ownership of three paper mills in Niles and the electric light plant in South Bend, Ind., are included among his holdings now, as well as real estate in Chicago and shares in various corporations not named. While a member of the Masonic order, and in politics once a Whig and now a Republican, with a wide circle of friends, Mr. Chapin enjoys life tranquilly and refuses to engage in political strife. To him and his wife, Ruby N. Nooney, whom he married March 22, 1836, at Mantua, O., have been born Sarah M., Caroline E., Charles A., and Henry Chapin.

JOSEPH GILBERT CHAPMAN, manufacturer, St. Louis, Mo., was born in 1840 at Oxford, N. Y. He graduated from Brown university in 1860, and then joined his father in St. Louis, engaging in the manufacture of lumber. While their mills were in Wisconsin, the product was distributed to St. Louis and intervening States. In 1873, Mr. Chapman acquired by inheritance a more commanding interest in mills and tracts of pine timber. The business was successfully liquidated in about 1887. Mr. Chapman married a daughter of the late Hudson E. Bridge, for many years president and controlling owner of The Pacific Railroad of Missouri, and of whose estate he has for years been a trustee. He has been prominently identified with the best life of St. Louis and its educational and philanthropic movements, and has been a trustee of Washington university for the past fifteen years. For nearly as many years, he was president of The St. Louis Museum and School of Fine Arts, to whose endowment he contributed largely, and for whose development and expansion he has labored earnestly. He is president of the St. Louis Protestant Hospital and president or vice president of several large corporations in which he holds interests. Mr. Chapman's residence, one of the largest in the city, has been the center of a refined social life for years. There is an excellent collection of works of art in the picture gallery of this large and imposing house, especially rich in representative works of the English school, while cabinets of rare treasures adorn the other rooms, collected through years of travel and opportunity. Mr. Chapman is a descendant of Robert Chapman, one of the English colony which settled in Saybrook, Conn., in 1640, a man of culture and education, having large land interests and wielding a wide influence during his life in that colony. His maternal ancestor was Abijah Gilbert, who came from England in 1787, entering a large tract of land under the Morris patent in Otsego county, N. Y., and founding the village of Gilbertsville, one of the picturesque towns of Central New York.

EDWARD CHAPPELL, merchant, Norwich, Conn., was so modest a man, that, were he living, he would be surprised to discover himself worthy of notice in these pages; but he was a successful man, and never more so than in his resistance to the temptations of avarice. Born in New London, Conn., March 4, 1815, of remote English ancestry, he died, Oct. 13, 1891, sincerely mourned by all who knew him. While a young man, he became a merchant in Norwich, Conn., and passed his life mainly in the management of a coal and lumber business and in the investment of surplus accumulations. Honor was innate in the man, and, on one occasion, when he failed in business and resumed only after compromising with his creditors, he subsequently paid every dollar of the remaining indebtedness, with interest, amounting to over \$100,000, which he was under no legal obligation to refund.

WILLIAM LEVERETT CHASE, merchant, Boston, who died Oct. 7, 1895, was a native of Grafton, Mass., where he was born Dec. 4, 1853. With the advantage of tuition at Harvard, class of 1876, and immediate introduction into a business already established by his family, it is not surprising that Mr. Chase soon made his mark. Taking a place in the house of H. & L. Chase, manufacturers and importers of bags, he was given every chance to learn all branches of the business and, after the death of H. Chase in 1884, and of L. Chase in 1885, he became sole proprietor, retaining, however, the old firm name. From the senior Chase, the subject of this memoir inherited large means, through which he became president of the Victoria mills, vice president of The State Street Safe Deposit & Trust Co., and a director in The Third National Bank. He was an honest man, popular socially, capable and considerate; and a member of the Commercial club, a Park Commissioner and president of the local Society of the Sons of the Revolution.

HOBART C. CHATFIELD-TAYLOR, author and financier, was born in Chicago, March 24, 1865. Henry Hobart Taylor, his father, a native of Oneida county, N. Y., who married Adelaide Chatfield, was of English descent, his ancestor settling in Northhampton, Mass., about 1760. From Oliver Chatfield, his ancestor, one of Morgan's riflemen in the War of the Revolution, the subject of this sketch derives his eligibility to membership in the Sons of the American Revolution. Horace Chatfield, grandfather, was a Captain in the New York militia in the War of 1812. Hobart graduated from Cornell university in the class of 1886 and then devoted himself to literature. For two years, he edited a weekly review named *America*, which he sold in 1889. He is the author of two novels, "With Edge Tools" and "An American Peeress," and has contributed to the *Cosmopolitan* and other magazines. Mr. Chatfield-Taylor inherited wealth from his father and his uncle, W. B. Chatfield. He is a man of fine mind, agreeable manners, and wide acquaintance, and is a member of the Union and Calumet clubs in New York city, the Metropolitan in Washington, D. C., and the Chicago, University, Union and others in Chicago. For services rendered the Spanish government during the Columbian Exposition, he received the decoration of "Isabella the Catholic." June, 1890, Mr. Taylor married Rose, the daughter of ex-Senator Charles B. Farwell, at Lake Forest, Ill., and has two children.

FELIPE CHAVES, a banker, Belen, N. M., is a son of the late José Chaves, who was a Governor of New Mexico under the Mexican Republic about 1846. His family came originally from Spain, and Francisco X. Chaves, grandfather of the subject of this sketch, was the first political chief after the Spaniards left. Two of his sons and a brother were Governors. Felipe was born in Padillas, N. M., Nov. 20, 1834, and was educated at Guadalajara, State of Jalisco, Mex. He began business life at Padillas as a merchant and sheep raiser and made many trips for the sale and purchase of merchandise in several cities of the Mexican republic, travelling with mule teams and returning with large stocks of Mexican goods. He also crossed the plains many times to buy goods in St. Louis, Philadelphia and New York. During the Civil War, his life was often endangered and his losses were heavy. An overflow of the Rio Grande having destroyed his house and mills, he removed to Belen in 1866, and in 1880 sold his sheep and mercantile business and established the private bank of Felipe Chaves, which he is now conducting. Mr. Chaves is a large owner of lands in his region and an interesting character.

BENJAMIN PIERCE CHENEY, notable as one of the pioneers in the express business in New England, born Aug. 12, 1815, in the rural township of Hillsborough, N. H., died at his home in Wellesley, Mass., July 23, 1895. Deacon Tristram Cheney of this line, great grandfather of Benjamin P. Cheney, was one of the early settlers of Antrim, N. H., having been born in Dedham, and a resident successively of Framingham, Sudbury, and Rindge, N. H., locating finally in Antrim, where he built a homestead near Cork Bridge on what is known as the Diamond Dodge Place. Of several children born to him, one, Elias, grandfather of Benjamin P., married first Miss Blanchard of West Deering, N. H., and subsequently Miss Deborah Winchester of Hillsborough. He had nine children, of whom Jesse served his country for four years in the American Revolution, two years for himself, one for his father, and one for his brother. Jesse married Miss Alice Steele of Antrim and he became the father of nine children, William, who died in infancy, Benjamin Pierce, James, Jesse, Gilman and John, and three daughters.

Jesse Cheney was a blacksmith and his boy, Benjamin, struggled to get an education in the public grammar schools, but the moderate means of the family made it incumbent upon him to bear a hand at the age of ten in his father's shop, and two years later to find gainful occupation in a tavern and store in Francestown, N. H. His later career was merely an evolution from the circumstances which then surrounded him, combined with his own sturdy qualities of mind and body. Stages drove up to the doors of the hotel in Francestown, every day, because this was before the advent of the iron horse, and finally, finding indoor life injurious to his health and perhaps captivated a little by the pomp and show of the stages, young Benjamin bought his time from his father, and at the age of sixteen began to drive a stage from Nashua to Keene, N. H., over a route fifty miles in length. This he did for six years, facing rain, snow and the other rigors of that northern climate and mastering every branch of the practical side of staging. At the age of twenty-three, he was sent to Boston to act as agent for the Nashua and other stage lines, running northward from the terminus of the Lowell railroad in Nashua, and making his office at No. 11 Elm street. Here he gained an insight into management, and being a wide awake, progressive and courageous man, finally saw the great opportunity of his life and took advantage of it. It may be said that, for a time, he lived on Bullfinch Place in the house of Mrs. Harniden, whose husband had been connected with express enterprise in Southern New England and in New York State, but in 1865, upon his marriage, he established a home in Marlborough street, which was ever afterward retained.

About 1842, with Nathaniel White of Concord, N. H., another former stage driver, and William Walker, Mr. Cheney organized an express route for the forwarding of packages from Boston to Montreal, the old carrier service by stages being then about to be abolished by newly built railroads. At one time, the firm name was Cheney, Fisk & Co., but when Phin Fisk died, it became Cheney's Express, and as such speedily made itself widely known in Northern New England and proved a most profitable enterprise for all concerned. Mr. Cheney carried it on for nearly thirty-seven years, the latter part of the time under the name of The United States & Canada Express Co. About 1855, Mr. Cheney lost one of his arms, the right, on The Northern New Hampshire Railroad. While in the express car talking with the express messenger, an accident occurred to the tender of the train and the cars next astern piled up on the locomotive,



B. H. Greeney

Mr. Cheney being pinned down by the wreck and suffering the loss referred to. Owing to his open air life, a sturdy physique and robust health, he quickly recovered from the other effects of the accident. In 1880, with his associates, he merged his business into that of The American Express Co., taking stock in payment. He was promptly made a director of The American Express Co., and remained such the rest of his life, being the largest individual stockholder in the company.

During this period, Mr. Cheney had been enabled by large means to play a part in various other important enterprises. He helped establish the overland mail and express business across the plains and mountains of the West to San Francisco, and held an interest in Wells, Fargo & Co. He was also one of the pioneers in development of The Northern Pacific Railroad, and a director of the company. It is said that he had the faculty of grasping the possibilities of any railroad enterprise quicker than the majority of men. He had great faith in The Atchison, Topeka & Santa Fé Railroad, invested largely in its securities and became a director, and he also held the same relation to The Mexican Central Railroad, another of the Nickerson enterprises. He was also a director of The Northern Railroad of New Hampshire and The Central Vermont Railroad, and connected with The Kansas City, Fort Scott & Gulf Railroad, The Market National Bank and The American Loan & Trust Co. of Boston, and other corporations.

As age and a desire for relief from business cares advanced upon him, Mr. Cheney placed some of the burdens of management upon his oldest son and devoted himself to an attractive estate at Wellesley, Mass., upon which he spent the larger part of every year. Nearly surrounded by the Charles river and containing more than two hundred acres of land, a splendid mansion, and perhaps the largest lawn in the United States, Mr. Cheney took great pleasure in this property, which overlooked the scene of Mrs. Stowe's story of "Old Town Folks." He gave much time to flowers, and became a member of the Horticultural Society in consequence. Clubs he never cared for and never entered except as a guest, although he was a subscription member of the Art club of Boston. Unassuming in manner, genial, a thorough business man, clear and accurate in his observations, equally kind to an express messenger as to a railroad president, he was loved by employes as well as officers and universally respected wherever known.

Mr. Cheney was married in Boston, June 6, 1865, to Elizabeth S., daughter of Asahel Clapp, and to them was born Benjamin P., Alice S., Charles P., Mary and Elizabeth Cheney. June 17, 1886, he presented to his native State a bronze statue of Daniel Webster, costing \$12,000, which was placed in the State House park in Concord, N. H. The pedestal is of the finest Concord granite, and was designed by Thomas Ball and executed by him at Florence, the casting being made at Munich. To Dartmouth college, he gave \$50,000.

BENJAMIN PIERCE CHENEY, jr., son of the last named, and now well known in the business and club world, was born in Boston, April 8, 1866. Graduating from the English high school in 1885, and already showing strong traits of character, he entered Harvard college in 1886, was a member of the Hasty Pudding club, and a leader of its theatrical organization, and graduated in 1890. Mr. Cheney at first felt an inclination to enter the law office of Augustus Russ, but this was given up, and he went into The Market National Bank, in which his father was a director, to learn the



B. P. Cheney.

banking business. He began at the lowest round, worked faithfully, and in about two years' time was chosen a director in place of his father, who desired to retire. He is now the most active man in the board. About this time, also, he entered his father's office on Court Square, and had hardly familiarized himself with the new duties, when his father's illness made it necessary that he should at once take charge of large and multifarious interests. These consisted of large holdings in various New England railroad and banking properties, The American and The Wells-Fargo Express Co's and The Atchison, Mexican Central, Northern Pacific, and a dozen or more other large Western railroads. It is sufficient to say of this comparatively young man that he has met every expectation of his family. He is a strict believer in business principles and is never too busy to talk business, a splendid listener but not anxious to have others listen to him. He observes quickly and acts promptly and with judgment. The qualities of a successful business man seem to be his and the future is bright with promise of achievement. He is at present a director of The Mexican Central and The Atchison, Topeka & Santa Fé Railroads, and The San Diego Land & Town Co., and a member of the Boston Athletic Association, the Algonquin and Art clubs of Boston, and the Harvard and Players' clubs of New York.

JAMES CHENEY, lawyer, Fort Wayne, Ind., is a native of Sutton, Vt., the date of his birth being Dec. 15, 1817. In the practice of the law, mainly in Fort Wayne, he gained a start and as a reticent, cautious, shrewd investor and operator in railroads, stocks, loans and lands, he has risen to fortune. He was at one time a director in The Wabash Railroad and was president, treasurer and controlling owner of The Fort Wayne Gaslight Co. He lives a part of the time in New York city, and when stocks are low operates in Wall street, where he has been exceedingly successful. He is said never to vote at an election in Indiana.

WARD CHENEY, pioneer silk manufacturer, South Manchester, Conn., belonged to the race of men of original ideas, who change the course of human events and leave a rich heritage of benefits to their fellow men. Born on a farm in South Manchester, Conn., in 1813, the son of George Cheney, he spent his early years in the work of the farm, but dreamed of a more active part in the larger world outside, and finally went into a dry goods store in Providence, R. I. While there, a new industry, the growing of raw silk, began in 1833 to attract attention in America. The older men of the present generation well remember the famous "mori multicaulis" speculation, which grew out of the first attempts at silk culture, a craze never before equalled except by the historic tulip mania of Holland. Mr. Cheney had been a farmer. The new industry was in the line of his experience and he believed that raw silk production gave him an opportunity, whereupon he removed to Burlington, N. J., to engage therein. A natural outgrowth of silk culture was the establishment of a small factory, in 1836, by Mr. Cheney on his father's farm at South Manchester for the spinning of silk. In this venture, he persevered for several years but the enterprise was in advance of the age and finally came to an end. In 1841, aided by riper knowledge, Mr. Cheney made a fresh attempt. The second experiment was successful, and the business which he created and handed down in his family became one of the most creditable triumphs of American pluck and perseverance. His thread having been once accepted as excellent in quality, the Cheney factory gained ground every year in spite of many trials. Arthur, Charles and Frank W. Cheney, brothers, successively joined the founder in the

business, which then took the name of Cheney Bro's, under which style it is yet carried on. The sewing silks made by the Cheneys have proved superior to the best European brands, and are in especial demand for sewing machine use, on account of their strength, uniformity and finish. The firm finally undertook the weaving of dress goods, both plain and figured, and their business expanded to such a magnitude that it was necessary to organize a joint stock company for convenience of management. Ward Cheney became president of the company, and was afterward president of The Silk Association of America. Both of these positions he retained until his death, March 22, 1876. All of the brothers established their homes at South Manchester, and as one result of their activity, a model New England village has grown into existence upon the old farm, handsomely laid out, its houses beautiful in design, and the town possessing the complete equipment of a modern municipality. For the uses of their employes, the firm have supplied the village with schools, a library and reading room, a theatre for dramatic entertainments, and a public hall which is open for secular purposes on week days and for religious worship on Sundays. The factories are now under the management of the second and third generations of the Cheney family.

THOMAS EDWARD CHICKERING, piano manufacturer, Boston, Mass., born in that city, Oct. 22, 1824, died there Feb. 14, 1871. He was the son of Jonas Chickering, founder of Chickering & Sons, and at the death of his father, in 1853, became senior partner in the firm of which he had been a member since attaining his majority. The Chickerings developed a piano of brilliant quality, which vied with the Steinway piano for the favor of musicians and the public, and has been practically the only American rival of the Steinway among those who are content with nothing less than first class instruments. The principal salesroom of the firm was in New York city. Mr. Chickering was for many years before the Civil War interested in the State militia of Massachusetts, and, in 1862, left Boston in command of the 41st Mass. Vols. The regiment was dispatched to New Orleans in December of that year and performed efficient service in the field. In April, 1863, Colonel Chickering became military governor of Opelousas, and at the close of the War was brevetted Brigadier General.

GEORGE WILLIAM CHILDS, proprietor of *The Public Ledger* of Philadelphia, was born in Baltimore, Md., May 12, 1829, and died in Philadelphia, Feb. 3, 1894. He attended private schools until thirteen years of age and was then appointed to a position in the United States Navy, but in 1844 settled in Philadelphia, a poor lad, entirely dependent upon himself, and began his singularly successful career as an errand boy in a book store. On account of his capacity, the firm soon delegated him to attend book sales and make purchases. In 1847, Mr. Childs opened a small book store on his own account, in the old *Public Ledger* building, investing therein his entire capital of a few hundred dollars. This business fared well. A few years later, he entered into partnership with Robert E. Peterson, first as Peterson & Childs and then as Childs & Peterson, and engaged in publishing various books of merit. In 1880, Mr. Peterson retired. For about a year, Mr. Childs went on in partnership with J. B. Lippincott and then withdrew and went on alone. In 1863, he made a modest venture in newspaper publishing by buying *The Publishers' Circular*, which he changed to *The American Gazette & Publishers' Circular* and enlarged in value and usefulness.

Dec. 3, 1864, Mr. Childs bought for about \$150,000 *The Public Ledger*, a daily newspaper of then small circulation and a bankrupt property. In this venture he was

aided by Anthony J. and Francis A. Drexel as partners. Mr. Childs understood the people of Philadelphia thoroughly and knew how to adapt his paper to their requirements. He enlarged, improved and elevated *The Public Ledger*, gave his entire time to the paper for years, remaining in the editorial rooms until midnight, placed it after a struggle upon a profitable basis, and for many years enjoyed the largest income received from any newspaper property in Philadelphia. The new home of his journal at Sixth and Chestnut streets was built in 1866-67. He gained a fortune of several millions, which he used with public spirit. The badinage of *The New York Sun*, which called frequent attention to the obituary poetry in *The Public Ledger*, contributed in a measure to make Mr. Childs known throughout the United States.

The private benefactions of Mr. Childs and his subscriptions to public objects were constant and noteworthy. He was the first to subscribe \$10,000 towards the Centennial Exposition, and gave liberally to the \$100,000 fund for the family of General Meade. He endowed a burial lot for printers in Woodland Cemetery, gave a Shakespeare memorial fountain to Stratford-on-Avon, erected monuments over the graves of Edgar A. Poe, Richard A. Proctor and Leigh Hunt, and placed a stained glass window in memory of Cowper and Herbert in Westminster Abbey. He was the largest American subscriber to the fund for a memorial window to Thomas Moore in a church in England. Half of his gifts will never be known. Mr. Childs gratified his scholarly tastes by the collection of a large library, which contained, among other things, the original manuscript of "Our Mutual Friend," by Dickens.

Although an intimate friend of President Grant, public office had no charms for Mr. Childs, and when, in 1888, a disposition appeared among his friends to nominate him for the Presidency, he ended the matter abruptly by an emphatic declination in *The Public Ledger*. The only important office he ever held was that of vice president, and after the death of Mr. Drexel, president of the Drexel Institute. His wife, Emma Bouvier, a daughter of Robert E. Peterson, survives him.

OZRO W. CHILDS, merchant, Los Angeles, Cala., born in Sutton, Vt., June 5, 1824, died in California, April 17, 1890. His mother was of Scottish and his father of English descent. Educated first at Brownington academy and afterward at Lyndon, he passed his early life upon the farm, teaching school, however, for three successive winters. In consequence of the severe climate and the hard work of the farm, he was attacked with asthma. He went to Massillon, O., in 1848, where he took charge of a school of 125 pupils at a salary of twelve dollars a month. In 1850, he removed to California, finally settling in Los Angeles, and embarking in the hardware business. The sale of the store four years afterward and some real estate operations gave him a profit of \$100,000. In 1856, he engaged in the nursery business, importing a great many exotic and rare plants, previously unknown to that part of the country, and won the reputation of being the pioneer nurseryman and florist of Southern California. He was married in 1860 to Miss Emmeline Huber, a lady of German descent, but a native of Louisville, Ky., by whom he had six children, Ozro W., Emma S., Carrie M., Ruth E., Stephen W., and Hortense C. Childs. The nursery business was sold in 1880. Mr. Childs was enabled to make numerous investments and was a director in The Farmers' & Merchants' Bank, The Security Savings Bank, The City Water Company and various other enterprises. He built the Grand Opera House in Los Angeles in 1884, and was trustee of the State Normal School. Health, always delicate owing

to asthma, did not prevent his mind from being vigorous and his business career highly successful. He lived by sheer force of will and determination.

WILLIAM CHISHOLM, manufacturer, Cleveland, O., is a native of Scotland, having been born in Lochgelly, in Fifeshire, Aug. 12, 1825. Unable to obtain an elaborate education, at the age of twelve he was apprenticed to a dry goods merchant in Kircaldy. Three years later, finding life on shore rather dull, he became a sailor and followed the sea for seven years. In 1847, he settled in Montreal, Canada, and made a start as a builder and contractor. His brother Henry having settled in Cleveland, Mr. Chisholm removed to that city in 1852, and later to Pittsburgh, where he remained until 1857 engaged in practical pursuits. In 1857, he returned to Cleveland and joined his brother, Henry, in the management of The Cleveland Rolling Mills. While retaining his interest in that company, he withdrew several years later from active management to engage in the manufacture of spikes, bolts, and horseshoes, on his independent account. Having made experiments in the manufacture of wood screws from Bessemer steel, he organized The Union Steel Co., of Cleveland, in 1871, to engage in that industry. He afterward invented machinery for the manufacture of steel shovels, spades and scoops, and in 1879, established The Chisholm Steel Shovel Works, of which he has remained the head until the present time. The firm which operates this large plant is known as William Chisholm & Sons, the senior partner having admitted Henry A. and Stewart F. Chisholm to a share in the ownership and management. In 1882, he began to make steam engines for hoisting and pumping, and transmitters for carrying coal and ore between vessels and railroad cars. Mr. Chisholm is vice president of The National City Bank, and owns valuable realty in Cleveland and stock in The State National Bank and other concerns.

WILLIAM CHISHOLM, manufacturer, a nephew of the foregoing, is a son of the late Henry and Jean Allan Chisholm, the former the founder of The Cleveland Rolling Mills and a man of enterprise and ability. William was born in Montreal, Canada, May 22, 1843. Both parents were natives of Scotland, who migrated to Montreal in 1842 and then, in 1849, to the livelier country across the border, settling in Cleveland, O. Laying aside his books in 1858, after two years in the High School, William Chisholm went to work in The Cleveland Rolling Mills as a clerk. There, he speedily learned enough to know that there was more he did not know, and he took a four years' course in mechanical engineering in the Polytechnic college, Philadelphia. From that place, he went to Chicago as secretary and manager of The Union Rolling Mills, and had become vice president and manager, when, in 1880, his father recalled him to Cleveland to make him vice president of the Cleveland concern. Since the death of his father, he has been president of the company, and a capable one. Under his management, these mills have grown into an industry of the first importance. The capital stock is \$4,000,000. For politics, so far as office is concerned, Mr. Chisholm cares nothing. Finance alone now interests him and he is vice president of The National Bank of Commerce and The Union Steel Screw Co., and interested in lake transportation companies and Lake Superior mines. However, he is of a social nature and belongs to the Union, Roadside and Country clubs and is a member of The American Society of Engineers and trustee of the Orphan Asylum. In 1864, in Chicago, Mr. Chisholm married Mary Henrietta Stone, and their children are Mrs. Mary C. Painter, Alva Stone Chisholm and Jean Allan Chisholm.

PIERRE CHOUTEAU, fur merchant, St. Louis, Mo., was the son of that Pierre Chouteau, who, ascending the Mississippi river in 1763, with the expedition of Laclede to establish a fur trade with the Indians, founded, in 1764, the little trading post, which in time grew into the city of St. Louis, Mo. Auguste Chouteau was a companion of his brother Pierre in this expedition and in the business operations which followed. Frontier life afforded Pierre Chouteau, jr., a limited education only, and, at fifteen years of age, he became clerk to his father and uncle in their extended trade with the Indian tribes. That trade descended to him in time, and, with so much energy did he prosecute his enterprise, one of the most profitable in that era, that he amassed large wealth and occupied a position in the West similar to that of John Jacob Astor in the East. With the gradual settlement of the West, the red man retired farther and farther into the wilderness, but Mr. Chouteau followed the Indians as they slowly retreated westward, and, through his agents, traded with them at many different points, including St. Joseph and Kansas City, Belleview, Council Bluffs, Fort Pierre, Fort Berthold, Fort Union, and Fort Benton, the latter at the head of navigation on the Missouri. Trading posts along the Osage river and on the Mississippi, from Keokuk to St. Paul, were also established by him. About 1806, he visited Dubuque in a canoe to trade with the Sac and Fox Indians. Several other large dealers in furs were at times the partners of Mr. Chouteau, among them, John Jacob Astor of New York. In 1834, his associates and he purchased Mr. Astor's interest in The American Fur Co., and, in 1839, formed a new organization, which, under the name of P. Chouteau, jr., & Co., extended its trade from the Cross Timbers of Texas in the South and the Black-foot country in the West to the Falls of St. Anthony in the North. The trade of Santa Fé was also in its hands. The sale of his furs compelled Mr. Chouteau to make many visits to the East and Europe, and, at one time, he dwelt for several years in New York city. He died in St. Louis, Sept. 8, 1865, survived by his son Charles and daughter Julia, now Mrs. Charles C. Maffit, both of St. Louis.

GEORGE HENRY CHRISTIAN, Minneapolis, Minn., flour miller, was born in a wigwam in the heart of Alabama, Jan. 14, 1839. He is of Irish and Scotch descent. After attendance at school in Wilmington, N. C., he entered business life as a clerk in the office of The Continental Fire Insurance Co. on Wall street, New York city, where he became cashier. He resigned the place to enter the army in 1861, but was prevented by circumstance from carrying out the latter design. He then removed to Chicago and learned flour milling. In 1867, he removed to Minneapolis, and later, with C. C. Washburn, engaged extensively in the flouring industry there. The business was conducted under the name of Geo. H. Christian & Co. until 1875, when the senior partner retired, and his properties were transferred to The Northwestern Consolidated Milling Co. He is now president and chief owner of The Hardwood Manufacturing Co. and a member of the Minneapolis club. He was married to Leonora Hall, April 23, 1867, and his children are George Chase and Henry Hall Christian.

RICHARD CHUTE, property owner, Minneapolis, Minn., a native of Cincinnati, O., Sept. 23, 1820, has spent his entire life in the West and has witnessed, and helped bring about, the marvellous transformation of an unoccupied wilderness into the abode of civilized man. Educated by his father, young Chute went to work at twelve as a clerk, but in 1844, he built a trading post in Minnesota, near Fort Snelling, and dealt with the white man and the Indian on his own account. He made money, and,

in 1854, bought an interest in The St. Anthony Falls Water Power Co. and became a resident of Minneapolis. The Water Power concern was managed by him for many years. Mr. Chute was one of those who saw the advantages which this water power would bring to Minneapolis, and he gained a fortune by his courage in investing his means in real estate there and in St. Paul. At his death, Aug. 1, 1893, a wife and three children survived him.

JOHN M. CLARK, Chicago, Ill., was born in Michigan in 1836, and educated as a civil engineer, graduating from the Rensselaer Polytechnic Institute in 1856. Becoming a member of the firm of Grey, Clark & Engle in Chicago, he engaged in the manufacture of leather, with a branch house in Boston. Although now for a number of years not actively occupied with details in the work of the house, he retains an interest in the corporation. He has held a number of official positions, and has been a member of the City Council of Chicago, and of the Board of Education, and Collector of Customs for the port and district of Chicago for four years. The latter position was held during the period of the World's Fair, when its duties were very much increased.

WILLIAM ANDREWS CLARK, pioneer, merchant, banker and miner, of Montana, is one of that class of bold and enterprising men of very nearly universal genius, whose talents are constructive and whose services are of incalculable value to any commonwealth in which they may reside. Nature had bestowed upon Montana an opulence of material resources, a majesty of natural beauty and fertility of soil, which should have invited the settler and awakened the enterprise of a teeming population fifty years ago. But for generations the tide of emigration westward had rolled by Montana, then considered a wilderness too savage for civilized man, until a group of hardy spirits, of which Mr. Clark is one, encamped among her mountains and created there, first a Territory, then a State, and in a business life time gave Montana a population nearly equal to that of some of the States which were planted two hundred years ago. The story of the life of these pioneers can not fail to be of interest.

The ancestors of Mr. Clark came from County Tyrone, in Ireland, his paternal grandfather, John Clark, settling in the early days in Pennsylvania soon after the American Revolution, and marrying Miss Reed, of Chester county, whose parents were also from the North of Ireland. William and Sarah Andrews, grandparents on his mother's side, were also emigrants from County Tyrone and settled in Western Pennsylvania very early in the present century. Mrs. Andrews, born Kithcart, descended from the Cathcart family of Huguenots, whose name became changed to Kithcart through the error of a registrar in the transfer of a tract of land. John Clark, father of William A. Clark, lived with his wife, Mary Andrews, in Pennsylvania until 1856, when the family moved to Van Buren county, Ia., where he died in 1873, at the age of seventy-six. He was an elder in the Presbyterian church for forty years. Mrs. Mary Clark now lives at Los Angeles, Cala., at the age of nearly eighty-two.

William A. Clark was born on the farm near Connellsville, Fayette county, Pa., Jan. 8, 1839, and spent his boyhood days at the homestead, attending school for three months every Winter and toiling the rest of each year in the work of the farm. At the age of fourteen, he entered Laural Hill academy and acquired a good English education. After the family had removed their household goods to Iowa, William assisted for one season in tilling the new prairie farm, but taught school the succeeding Winter



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Wm. H. Bell

and then was taught himself in an academy at Birmingham for one term. Afterward, he attended Wesleyan university at Mount Pleasant, but did not graduate, nor, although he studied law for two years, did he ever practice. Stirring news was being received from the Rocky Mountains. Gold had been discovered in Colorado, and finally, after teaching school in 1859-60 in Missouri and a short stay at home, Mr. Clark drove a team across the great plains in 1862 to South Park, Colo., and entered upon the career which was destined to enlarge his usefulness and make him a distinguished man. He toiled in the gold quartz mines in Central City, Colo., for wages one year, gaining there the knowledge and experience which afterward served him so well.

In 1863, news came of gold discoveries at Bannack, and Mr. Clark was among the first to start for the savage region, which had so far been virtually avoided by all except the hunter, trapper and soldier, and after sixty-five days' travel with an ox team he arrived at Bannack just in time to join another stampede to Horse Prairie. At the latter place, he located a claim and worked it during that and the following season, gathering from its bosom \$1,500 the first Summer. This modest sum enabled him to engage in farther operations in Montana and formed the basis of his fortune. While mining exerts a fascinating influence on the majority of its devotees, it reluctantly awards the prizes within its grasp to very few. The man who keeps his head may often do better in other enterprises. Instead of continuing to work the placers, Mr. Clark took advantage of the rush of population into the Territory and had the sense to engage in mercantile pursuits, with the result that in five years he was at the head of one of the largest wholesale trading establishments in the Territory, built up from the smallest of beginnings. His first venture was to bring in from Salt Lake City, in the Winter of 1863-64, a load of provisions, which he sold at amazing prices. The next Winter, the experiment was repeated on a larger scale, with Virginia City as a market. In the Spring of 1865, he opened a general store at Blackfoot City, then a new and hustling mining camp. This he sold in the Fall. But he was alert to opportunities. Tobacco being scarce in the mining camps, Mr. Clark then rode on horseback to Boise City, Idaho, where he purchased several thousand pounds of the product, paying \$1.50 a pound. Freightling his precious cargo to Helena by wagon, he sold the tobacco to ready purchasers for \$5 and \$6 a pound. In February, 1866, a stampede occurred to Elk Creek, and there Mr. Clark established another store. He sold goods to the miners during the season and the store itself in the Fall, and then made his way to San Francisco, travelling a goodly portion of the journey on horseback. Returning to Montana with another stock of goods, which he had selected to meet the wants of the miners, he readily disposed of the wares at large profits.

In October, 1866, Mr. Clark went East by way of Fort Benton and the Mackinaw route, being thirty-five days on the Missouri river from Fort Benton to Sioux City. After visiting the principal cities of the East and the South, he returned to Montana the following year. His next important venture was a "star route" mail contract between Missoula and Walla Walla, a distance of 400 miles, an enterprise which gave his energy ample scope and called for courage and good management. He made a success of mail carrying and staging, as he did of every other undertaking, and then, the gainer by all these experiences, turned his thoughts again to trade.

In the Autumn of 1868, he visited New York city, and there formed a co-partnership with R. W. Donnell in wholesale mercantile and banking business in Montana, a con-

nection which resulted in the creation of one of the strongest business firms in Montana. They shipped a large stock of general merchandise by way of the Missouri river in the Spring of 1869 to Helena, and established in that city an extensive wholesale trade. In 1870, the business was transferred to Deer Lodge and consolidated with that of Mr. Donnell in the last named city. At this time, S. E. Larabie was admitted into the business, the style of the firm then being Donnell, Clark & Larabie. They soon closed out their profitable mercantile business to devote their exclusive attention to banking, first at Deer Lodge and at a later date at both that place and at Butte City. In May, 1884, Clark & Larabie purchased the interests of Mr. Donnell in their Montana business; and subsequently Mr. Clark and his brother, James Ross Clark, came into full ownership of the Butte bank, disposing of the Deer Lodge interest. The Banking House of W. A. Clark & Brother, of Butte City, yet in existence, has, owing to the existence of rich deposits of gold, silver and copper in that neighborhood, grown to become one of the strongest of its class in the West.

The surplus capital of a merchant in Montana is likely to find its way into mining investments, and it has been in the development of mills and smelters that Mr. Clark has in more recent years attained his greatest success. No other individual has played a more conspicuous part in this direction. Mr. Clark first began to give attention to the quartz prospects of Butte in 1872, when he bought in whole or in part the "Original," "Colusa," "Mountain Chief," "Gambetta," and other copper and silver mines, nearly all of which proved afterward to be fabulously rich. But lacking the special knowledge required for scientific labors, he had the sense and courage to spend the Winter of 1872-73 at the School of Mines, Columbia college, in a thorough course in practical assaying and analysis. The first stamp mill of Butte, the "Old Dexter," was finished in 1876, through the financial aid of Mr. Clark. The first smelter of any consequence in Butte was erected by The Colorado & Montana Mining & Smelting Co., organized by him in 1878, which, changed in name since 1883, to The Colorado Mining & Smelting Co., continues one of the leading enterprises of the Copper City. Mr. Clark is one of the largest stockholders and vice president of the company.

In 1880, he organized The Moulton Mining Co., with a capital of \$2,000,000, which at once built a complete dry-crushing and chloridizing forty-stamp silver ore mill, sank a three compartment shaft 800 feet into that mine of gold and silver, put in modern pumping and hoisting works, and thoroughly explored the property, at a cost of about \$500,000. This mine is yet in successful operation, and its stock is strongly held by those who know its value. Even during the financial depression of 1893-94, when nearly every other silver mine in the West was closed, the stamps of the Moulton never ceased to drop. Mr. Clark is president of The Moulton Mining Co., and his brother Joseph K. Clark, the manager. With his brother James R. Clark, he owns The Butte Reduction Works, established 1884, the Colusa-Parrot and several other copper and silver mines, in connection therewith. He also has large individual holdings in various mines at Butte, many of which are in profitable operation, affording employment to a large number of men. Besides being president and principal owner of The United Verde Copper Co., of Jerome, Ariz., whose property is a wonder, being probably the richest and most extensive copper mine in the world, not excepting the Anaconda, Mountain View, or any of the big properties of Butte, he has also in recent years obtained control of The Idaho Copper Co., of Houston, Idaho, and

built a smelting plant there. Mr. Clark may now be justly regarded as the largest copper mine operator in the world. The Calumet and Hecla mines in the Lake Superior region, which yielded large fortunes to the stockholders in Boston, have been eclipsed in these latter days by the mines under Mr. Clark's control. The railroad to the copper mines in Arizona, twenty-six miles in length, which is a marvel of engineering and for its length one of the most expensive in the West, was built by Mr. Clark, and the immense smelting and refining plants in Arizona are also his creation. It may be said also, that at Jerome and Granite, Ariz., he is a partner in the mercantile firm of T. F. Miller & Co.

Since Mr. Clark settled in Butte, the city has grown to large proportions. Four railroads now reach the place and the town possesses nearly all the local facilities of which any community in the East can boast. The original water works and electric light plants were established by Mr. Clark. The cable and electric railroads were promoted by him and he is president of both. He is also the owner of *The Butte Miner*, one of the leading daily papers of the State, while largely interested in many other industrial enterprises.

In spite of the responsibilities with which he is laden, his executive talents and power of disposing of work with precision and judgment are so marked that he has been repeatedly called upon to serve the welfare of his fellow citizens in public stations. He has responded to every call of public duty, and his services have invariably been of the highest order. By appointment from Governor Potts, he represented Montana at the Centennial Exhibition in 1876 as State orator, and his brilliant address on that occasion aided materially to make known the wonderful resources of his region. In 1877, he was elected Grand Master of the Masonic Lodge of Montana, and in 1878, during the Nez Perce invasion, he led the Butte battalion as Major of the corps to the front against Chief Joseph. In the first constitutional convention in 1884, he was chosen presiding officer and won decided laurels as a master of parliamentary law. In 1884, President Arthur appointed him a Commissioner to the World's Industrial and Cotton Exhibition at New Orleans, where he spent several months in the interest of Montana. In 1888, the Democrats nominated him to Congress, but after an energetic canvass he was defeated by treachery within the party camp. When Montana was admitted to the Union in 1889, a second constitutional convention became necessary and Mr. Clark again served as presiding officer, rendering splendid service. When the first Legislative Assembly met in Helena in January, 1890, the members endeavored to elect two United States Senators, but a deplorable muddle grew out of Precinct No. 34 troubles, which resulted in the organization of two Houses of Representatives and the election of two sets of United States Senators. The Democrats elected Mr. Clark and Martin Maginnis, while the Republicans chose W. F. Sanders and T. C. Power, Mr. Clark receiving the unanimous vote of his party. Messrs. Sanders and Power were finally seated. Mr. Clark had had the great satisfaction, however, of receiving from his party in the State the highest honor within its gift.

A memorable contest took place in 1893 over the election of a Senator to succeed Colonel Sanders. The Legislature met in Helena in January, three Populists holding the balance of power. Mr. Clark again received the nomination of his party, but a small body of Democrats, under the avowed leadership of Marcus Daly, refused to go into caucus or to abide by the decision of the majority. As a consequence, the contest

was protracted for sixty days, and the gavel fell at adjournment with no election for United States Senator. Several times, Mr. Clark came within two votes of an election, receiving the support of one Populist and several Republicans and a faithful band of twenty-six Democrats, who stood true to him from start to finish. Mr. Clark headed the delegation to the Democratic National Convention at Chicago in 1892, and has been recognized in the distribution of Federal patronage in the State.

While not of a strongly combative nature, Mr. Clark is a formidable antagonist when aroused, and, in 1894, he was drawn into an animated fight. The first contest between the cities of Montana for designation as capital of the State took place in 1892, and finally narrowed down to Helena and Anaconda. Helena was the temporary capital. Anaconda, owned and controlled by one corporation, had a powerful backing and, for a time, seemed likely to win the day. The Helena men lacked a leader, but finally found one in Mr. Clark, whose home is within plain view of the Anaconda mines in Butte. Entering the fight in behalf of the people as against a corporation and making known his position in *The Butte Miner*, he became at once the recognized chief of the Helena forces. Not only did he spend his means to secure a decision for Helena but he addressed the people in the different cities of the State and made the most powerful appeals to their pride and patriotism. No battle more exciting ever raged in Montana. Helena won, and an enormous throng of people gathered in that city to do honor to their champion. The citizens bore him on their shoulders from his train, placed him in a carriage, and then, detaching the horses, took their places at the pole and triumphantly hauled it to the city as a victor's chariot.

In March, 1869, Mr. Clark was married to Kate L. Stauffer, a highly accomplished lady of Connellsville, Pa., the couple starting on their wedding day for their distant home in the mountains. To them have been born six children—Mary C., who is now happily married to Dr. E. M. Culver, of New York city, and mistress of a beautiful home in the metropolis; Jessie, who died in Deer Lodge in April, 1888, at the age of three; Katharine L., the latter's twin sister; Charles W., William A. and Francis Paul Clark. Charles, the oldest son, is a graduate of Yale college and a mineralogist and now in full charge of the copper mines at Butte. Mr. Clark took his family to Paris in 1879, where they remained three years, all of them besides himself acquiring a thorough knowledge of the French language. He then sent them to Dresden, Germany, for two years to acquire the German language. During these years, Mr. Clark spent the Winters in Europe, and Mrs. Clark and he and the elder children travelled extensively throughout Europe and in parts of Asia and Africa. In later years, besides their home in Butte, they have maintained a residence in a fashionable district in New York city, where a portion of each year is spent, and where the younger boys are preparing for college. He is a member of the Manhattan, Democratic and Down Town clubs there, as well as of the Silver Bow and Irish American clubs of Butte. Oct. 19, 1893, Mr. Clark met with the greatest loss of his life in the death of his wife, which occurred in New York city, after a brief illness. Mrs. Clark was a lady of rare intelligence and refinement, and a fitting helpmate for her active and ambitious husband. Her death was sincerely mourned by her many friends.

Mr. Clark has, by determination, honesty and intelligence of a high order, won his way to prominence among the self-made men of the United States. His life should be an inspiration to every young man born in an humble station. Though rich, he is

genial and unassuming, liberal and sympathetic. Montana owes much to his energy, and will ever hold him in greatest esteem.

CRAWFORD W. CLARKE, merchant, Sacramento, Cala., is the junior partner in Cox & Clark., cattle raisers. Over forty years ago, he engaged with Mr. Cox in the business of supplying meat to the miners in the foot-hill counties of California, with headquarters at Coloma, the place where Marshall discovered gold. Both of the partners were young men, with no other capital than good physical health and plenty of energy. They were both practical men and made a great success of their trade. As they began to accumulate capital, they invested their means in land and droves of cattle, and steadily increased their business until they are to-day the owners of about 100,000 acres of land in California, Oregon and Nevada, stocked with vast herds of horses and cattle. Mr. Clarke is himself the owner of about 40,000 acres in Kern, Tulare and San Luis Obispo counties. He is a man of hearty manners, plain in his dress, and, although now well advanced in years, is possessed of the excellent health which comes from an open air life. He lives in a fine residence in Sacramento, surrounded by a large family.

ISAAC HALLOWELL CLOTHIER, merchant, retired since Jan. 1, 1895, one of the best known business men of Philadelphia, was born in that city, Nov. 5, 1837. His parents were members of the Society of Friends, and he has, himself, been identified with that denomination during the whole of his career. Until the age of seventeen, a student in schools under care of the Friends, he then assumed his share of the responsibilities of life. Entering at that age the house of George D. Parrish & Co., importers of dry goods, he spent six years in laying the foundations of his future business career.

Courtesy, fidelity to the interests of his employers, and untiring application were with him the natural outgrowth of personal character. He received a thorough training in commercial matters, and in 1861, was emboldened to venture in business for himself. In connection with George Morris and Edmund Lewis, he established the firm of Morris, Clothier & Lewis, dealers in cloths, in which business he remained for eight years.

In 1868, Mr. Clothier accepted a proposition to enter into partnership with Justus C. Strawbridge in the retail sale of dry goods, and the now renowned firm of Strawbridge & Clothier was established. In a little store at the corner of Market and Eighth streets, they laid the foundations of a trade which was destined to attain mammoth proportions upon that site.

In 1875, the growth of the business made it necessary to enlarge the store. Other enlargements corresponding to the growth of the business took place in 1877, '78, '81, and '82. Finally, in 1887, the large building adjoining, Nos. 811-813 Market street, was absorbed in its entirety. The business now occupies a floor area larger, it is believed, than that devoted anywhere else in America to the retail sale of dry goods.

Mr. Clothier has combined the best traditions of the mercantile life of an earlier generation with the most wholesome and progressive of modern methods. He never forgot the precepts and the wise philosophy of the Society of Friends in the labor of building his fortune, and, while proving himself a capable and successful merchant, has had the good fortune to win the general confidence and esteem of the community.

After thirty-three years of successful business life, twenty-six of which were in the firm of Strawbridge & Clothier, he retired from business, Jan. 1, 1895, followed by



Isaac H. Clothier.

the good opinion and respect, not only of his associates, but of the entire community. His son, Morris L. Clothier, entered the firm upon the same day.

Business pursuits have not entirely occupied Mr. Clothier's mind. He has been active in the Society of Friends and an attendant at the Meeting at Fifteenth and Race streets. Swarthmore college awoke his interest at an early day and has received large contributions from him both in labor and money. He has been for years a manager of the institution. He is abundantly endowed with public spirit, and, in a quiet and modest way, peculiar to himself, has promoted every recent movement looking to the welfare of the city.

The home of Mr. Clothier is at Wynnewood, seven miles west of the city on The Pennsylvania Railroad, and he has a summer cottage on the island of Conanicut in Narraganset bay, opposite Newport.

GEORGE MORRISON COATES, merchant, born in Philadelphia, Aug. 20, 1817, lived in that city to the end of his life, May 21, 1893. He was the son of George Morrison Coates, a successful merchant, and of Rebecca Horner, daughter of yet another merchant. Mr. Coates had a distinct inheritance of mercantile training, most of his ancestors having followed commerce from the time of his great great grandfather, Thomas Coates, who came to Pennsylvania from Sproxtton, Leicestershire, Eng., in 1682, and John Horner, who landed from the ship *Providence* at Burlington, N. J., in 1683. Among the passengers by the *Shield*, the first vessel of size to ascend the Delaware as far as Burlington, in 1678, were two other ancestors—Thomas Potts and Mahlon Stacy, the latter one of the proprietors of West Jersey. Another ancestor was the father of the famous Governor Winthrop of Massachusetts, and yet another was Capt. George Morrison, one of the signers of the non-importation resolution of Oct. 25, 1765, a fac-simile of which hangs in Independence Hall. Thomas Coates died in 1719, leaving, among other property, a house and lot on Second street above Market, where his great great grandson was to begin his mercantile career. Taught at private schools, and, as a clerk, trained by James Fassett, merchant, George Morrison Coates, at the age of twenty-one, with his father's assistance, began business as a merchant in cloths and cassimeres upon the property before mentioned, which then belonged to his father and which had been for a long time occupied by Coates & Randolph, the firm of his grandfather, Josiah Langdale Coates. This adventure proving profitable, Mr. Coates a few years later removed to a larger establishment upon Market street above Third, leaving his Second street business, in which he retained an interest, to a new firm, of which his cousin, the late Charles W. Pickering, was the head. The panic of 1857 brought reverses, and in 1859, Mr. Coates retired from business, and soon formed a partnership with his brother, Benjamin, to deal in wool. The wool trade was greatly stimulated by the War in 1861, so that the new firm enjoyed a rapid and permanent success. In 1869, the two brothers became interested as special partners in a now well-known publishing firm, and later Mr. Coates took an interest. Mr. Coates was for years an active member of the Board of Trade and the Board of Health, and served for eleven years as a city director of The Pennsylvania Railroad. He was one of the earliest members of the Union League, always greatly interested in public affairs, and a liberal contributor to the Republican party, of which he was one of the organizers. During the war, he gave liberally of time and means and took an interest especially in the raising of the regiments sent out by the Union League. In 1864,

1868 and 1872, he was chosen a Presidential Elector. He had, however, no ambition for political life, and uniformly declined office carrying with it an emolument. Mr. Coates married, in 1840, Anna, daughter of Henry Troth, and after the death of his wife, in 1881, he withdrew almost entirely from public life.

KERSEY COATES, property owner, Kansas City, Mo., born Sept. 15, 1823, in Sadsbury township, Lancaster county, Pa., died in Kansas City, April 24, 1887. His parents, farmers and life long members of the Society of Friends, were Lindley and Deborah Simmons Coates. Kersey was educated at Whitestone seminary in New York and Phillips academy, Andover, Mass., and returned to the chair of English literature in the High School of Lancaster, Pa. In the office of Thaddeus Stevens, he was admitted to the bar in 1853. Next year, he went to Kansas and there, among other things, engaged in real estate operations. A desperate set of men then controlled the region, gathered from Missouri, Kentucky, Virginia and Georgia, and set in the determination to make Kansas a slave state. Imbued with a very different sentiment, Mr. Coates took sides with the anti-slavery party and defended freedom of speech so bluntly as to become an object of hatred with the pro-slavery element. Fearless and cool, he passed through many daring and startling experiences in safety. Having aided Kansas until she was virtually through her troubles, Mr. Coates settled in Kansas City, Mo., and lived there the remainder of his life. In 1855, he married Miss Sarah W. Chandler, also of the Society of Friends and a native of Chester county, Pa. In 1856-57, Kansas City began to show signs of awakening activity, and Mr. Coates aided in developing the resources of the city, its banks, real estate interests and trade, being also prominent in securing legislative and municipal aid for The Missouri Pacific and The Cameron Railroads. During the War, he espoused the cause of the Union, being in 1860, president of the only Republican club in Western Missouri. Later, he met the border ruffians of Kansas and Missouri in the open field as Colonel of the 77th Enrolled Missouri Militia, which upon different occasions during 1863-65 rendered actual service and was especially useful during the Price raid of 1864. After the War, prosperity came to most of his business ventures. Kansas City was yet without a railroad and half the population had disappeared during the War. Mr. Coates applied himself to rebuilding the city. He was president of The Missouri River & Fort Scott Railroad for several years, and besides a handsome residence, owned the Coates House and the Coates Opera House, one of the finest theatres in the West. He helped organize the Kansas City Industrial Exposition and Agricultural Fair Association in 1870, and when the Inter-State Fair Association was planned in 1882, he was elected its president. He was a generous man and gave much to charity. The New Coates House has been mainly built since his death by his wife, Sarah Chandler, whom he married in 1855, and his three children, Laura, Lindley and Arthur.

SILAS B. COBB, pioneer and merchant, Chicago, Ill., born in Montpelier, Vt., Jan. 23, 1812, is the son of the late Silas W. Cobb, farmer, tanner, and tavern keeper. Having been apprenticed to a harness maker, Mr. Cobb saved \$60, and went out to Chicago, going from Albany by packet boat on the Erie canal and from Buffalo in the schooner *Atlanta*. They had a stormy trip and in five weeks' time dropped anchor at Chicago. Being a few dollars in debt to the captain, Silas spent three days on the vessel in virtual captivity in sight of the promised land, and was released only when a generous stranger paid the claim.

Fort Dearborn (Chicago) was, in the Spring of 1833, a scanty collection of log huts. Absolutely penniless, Mr. Cobb obtained work as a carpenter from James Kinzie, who was building a hotel from logs and unplaned boards. From his first \$5, he paid the man who had delivered him from the schooner, and later bought some trinkets and began to trade with the Indians. Thus he became a merchant and soon found he must have a store of his own. Lumber was obtained after much tribulation from Plainfield, Ill., forty miles away, and in a new shanty, with \$30 furnished by Mr. Goss, Mr. Cobb started a harness shop, built up a good business, and in 1848, sold at a good profit. During 1848-52, he carried on a general leather, boot and shoe trade. After that date, he confined his operations to real estate and other local enterprises. Several fine blocks of buildings on Lake and Dearborn streets bear public testimony to his faith in Chicago. In 1855, he took the place of director of The Chicago Gas Light & Coke Co., and a few years later that of an officer. An improvement due to Mr. Cobb was the Chicago cable railway system, initiated while he was president of The Chicago City Railway and effected largely under his direction and advice. He is yet prominent in the company as well as in The West Division Horse Railway. For years, Mr. Cobb was the controlling spirit in The Chicago & Galena Railroad, now The Chicago & North Western, and in The Beloit & Madison Railroad. He is a director of The National Bank of Illinois.

When the new University of Chicago sought to secure \$1,000,000 for its buildings, Mr. Cobb came forward at the critical moment and gave \$150,000, which assured the success of the undertaking. The Cobb Lecture Hall now stands on the university campus, a monument to his liberality, and the university is pledged to replace it, should it ever be destroyed. Generous gifts have been made to The Presbyterian Hospital and The Humane Society. In politics, Mr. Cobb is a Republican. Oct. 27, 1840, Mr. Cobb married Miss Maria, one of the twin daughters of Daniel Warren of Warrenville, Ill. He lost his wife by death, May 10, 1888. Of their six children, two survive, Maria Louise, wife of William B. Walker, president of the Chicago Stock Exchange, and Bertha, widow of the late William Armour. Those who have passed away were Walter, Leonora, wife of Joseph G. Coleman, and two infant daughters.

ABNER COBURN, lumberman, born in Skowhegan, Me., March 22, 1803, and a resident of that place all his life, was the son of Eleazar Coburn, farmer, surveyor member of both branches of the Legislature and an incumbent of other positions of responsibility. Beginning life upon the farm and educated at the Bloomfield academy, Mr. Coburn entered upon the profession of a land surveyor in 1825. Through the running of lines in the forests of the northern part of the State, he acquired an intimate acquaintance with the natural resources of that region, especially with the location of the best tracts of pine timber, and availed himself of this knowledge ably. In 1830, the senior Coburn, with his two sons, Abner and Philander, formed the firm of E. Coburn & Sons, surveyed and bought at the low prices then prevailing large tracts of the choicer pine lands, and cut large quantities of timber along the Kennebec river. Abner Coburn became, in time, one of the largest owners of this class of property in Maine, his firm having bought 450,000 acres of timber land. They also had 60,000 acres in the West. The sale of lumber, conducted for more than fifty years, brought Mr. Coburn a large fortune. In 1854, Mr. Coburn began to invest his means in railroads, and accepted office with several important lines. In 1838, 1840 and 1844, he was

elected to the Legislature as a Whig, and in 1852, was a candidate on the Whig electoral ticket. A member of the Governor's Council in 1855 and 1857 and Presidential Elector in 1860, he became Governor of Maine in 1863. In 1884, he was again a Presidential Elector on the Republican ticket and chairman of the Electoral College. Governor Coburn was a man of very great public spirit, and derived much pleasure from serving as president of the managers of the State Agricultural college and vice president of the trustees of Colby university. He remained a bachelor through life, made liberal gifts to schools, colleges and Baptist churches and at his death in Skowhegan, Jan. 4, 1885, gave \$200,000 to Colby university, \$100,000 to The Maine State College of Agriculture, \$200,000 to The American Baptist Home Mission Society, \$100,000 to The American Baptist Missionary Union, \$50,000 to The Maine Insane Hospital, \$100,000 to The Maine General Hospital, \$50,000 to Wayland seminary, \$5,000 each to Houlton academy and The Maine Industrial School for Girls, \$18,000 to the Baptist denomination in Skowhegan, \$7,000 to Bloomfield seminary, \$30,000 to The Skowhegan Public Library, \$20,000 to the poor of Skowhegan, and \$15,000 to The Skowhegan Hall Association—in all, \$900,000. The residue of his property of several millions descended to eleven collateral heirs.

ALFRED ANDREW COHEN, lawyer, San Francisco, Cal., was born in London, Eng., July 17, 1829. His father had inherited coffee plantations in the West Indies, but sustained severe losses in consequence of the emancipation act of 1833-38. In the ancient Roman city of Exeter, near the Devonshire coast, selected on account of its educational advantages, Alfred lived and went to school, and seven years later, in the offices of a London solicitor, he began the study of law. Aware of his parents' struggles, he pleaded earnestly to be allowed to go to America, and his father, purchasing a passage in a London packet bound for Canada, sent the boy out into the world with thirty pounds in his pocket and letters of introduction to two friends in government positions in Quebec. A few days before reaching Canada he completed his fourteenth year. The friends to whom he was accredited promised assistance, but never gave it. The boy secured work as an errand boy, however, swept out the shop and in the evenings copied law papers. Later, about 1847, Mr. Cohen joined an older brother in Jamaica.

The discovery of pure gold in the sands of the Sacramento river in California excited Mr. Cohen, as it did thousands of other men in various parts of the world, and in 1849, he sailed from New York for the Pacific coast, where he arrived in 1850, and engaged more or less prosperously in a commission business in San Francisco. In 1854, he married Emilie, daughter of Dr. Henry and Martha Poole Gibbons of San Francisco, formerly of Delaware. Two years later, he gave up business and moved to Alameda, then a small town, seven miles across the bay from San Francisco, which became his permanent home. Having resumed the study of the law, begun in youth, he entered into active practice and was elected Justice of the Peace in Alameda county. In 1862, he retired from the law to construct a ferry and railroad to connect Alameda with San Francisco and two years later bought the San Francisco and Oakland ferries, and eventually he extended these lines to Hayward's. In 1869, Mr. Cohen sold these roads and ferries to The Central Pacific Railroad, and was then retained by the company as advisory counsel, but not approving the action of some of the company's officers he resigned. In 1875-76, before the State Legislature, Mr. Cohen advocated the passage

of a bill to regulate fares and freights. To defeat his influence, the railroad began an action against him, entitled, "The Central Pacific Railroad Co. vs. Alfred A. Cohen." He had never been served with papers in this suit, but he accepted the challenge, pushed the matter to immediate trial, and argued the case in person. Judgment was immediately rendered in his favor. Again he entered into active practice, but in so doing only accepted cases in which large interests were involved, and these cases were invariably decided in favor of his clients. It is a matter of record that Mr. Cohen never lost a case.

The last active service which he rendered for The Central Pacific was before the United States Railway Commission in 1886-87. He was often in New York city and belonged to the New York, Lotos and Lambs' clubs there. Mr. Cohen had reached Sidney, Neb., on his way to San Francisco, when an attack of apoplexy terminated his life, Nov. 16, 1887. Mr. Cohen was the father of seven children, William G., Alfred H., Edgar A., and Donald A. being the sons. The daughters are Mabel, wife of Gerritt L. Lansing, her husband dying Feb. 4, 1896; Edith, wife of Dr. William G. Daggett of New Haven, Conn., and Emilie E. Cohen.

GARDNER COLBY, merchant and manufacturer, Boston, Mass., born in Waterville, Me., in 1809, died in Newton, Mass., April 2, 1879. His father died when Gardner was young and the mother removed to Charlestown, Mass. Gardner received a grammar school education, learned the dry goods trade in Boston, and, in 1830, opened a small retail dry goods store of his own. Being very successful, he afterward restricted his operations to the wholesale trade and later became a manufacturer of woolen goods, and, with J. Wiley Edwards of Boston, owned and operated The Maverick Woolen Mills at Dedham, Mass. In 1870, he became largely interested in railways in Wisconsin and elsewhere, and was for several years president of The Wisconsin Central Railroad. By his marriage with Miss Mary Low Roberts of Gloucester, Mass., he became the father of Gardner R. Colby, of the firm of Harding, Colby & Co., of Boston and New York, since deceased; Charles L. Colby, who succeeded as president of The Wisconsin Central Railroad, and now deceased; Henry F. Colby, who for twenty-seven years has been pastor of the First Baptist Church of Dayton, O.; Joseph L. Colby, who was president of the Monte Christo mines in Washington; Mary F., wife of Arthur Walworth of Boston, Mass., and Georgetta E., wife of Daniel R. Wolfe of St. Louis, Mo. Mr. Colby gave liberally from a very large fortune to deserving objects, especially to the missions of the Baptist church. He was treasurer and trustee of The Newton Theological Institution and a large benefactor of Brown university, and, in 1864, gave \$50,000 to Waterville college in Maine, which adopted the name of Colby university, in consequence of the gift. A large circle of friends loved and honored Mr. Colby for his great business abilities, clear head, generous heart and unswerving adherence to Christian principle and high ideas of honor.

GEORGE DAWSON COLEMAN, part owner of the celebrated Cornwall iron ore hills near Lebanon, Pa., born in Philadelphia, died in Paris, France, Oct. 16, 1891.

The Cornwall mines in which he had an interest, are among the most famous in the world, and with them is identified the history of two of the richest and most influential families in Pennsylvania. The property covers about 326 acres of ground, five miles from Lebanon, and lies in three hills, Big or Main, Middle and Grassy, which are no less than solid masses of iron ore. Nov. 30, 1737, the original deed was given to Peter Grubb by John Thomas and Richard Penn, covering "300 acres in Lebanon,"

and the transfer was made in consideration of the payment of three shillings sterling per annum at Lancaster. During his life time, Peter Grubb owned the whole of the Cornwall mines, and he sold and melted into pig iron and cast into various forms enough of the ore to make him a rich man, and record his name in history as a pioneer iron manufacturer of the State. There was no mining in the ordinary sense, the ore being quarried from the hills.

Peter Grubb held command of the 2d Regiment of Pennsylvania Associates during the Revolution, and by his marriage with Mary Shippen Burd, a colonial belle, became the great grandfather of Gen. E. Burd Grubb, of New Jersey.

It was about 1785, that Robert H. Coleman, who owned iron forges on the Schuylkill river and in Berks county, bought a large interest in these mines and from that date to this, the Coleman family has steadily devoted itself to the development of this property, having long held a five-sixths interest therein, the other sixth belonging to the descendants of old Peter Grubb. The mines soon became the nucleus of a village of workingmen, and of a net work of furnaces and other industries to which they gave support. The fortunes of the Colemans, as rapidly as they accumulated, were invested in furnaces, mills, lands, railroads and a great variety of enterprises in Pennsylvania, and in time in railroads and other schemes in other States. For nearly a hundred years, the name of Coleman has been one to conjure with in the Key Stone State. The Cornwall ore hills contain 30,000,000 tons of ore above water level, probing with the drill indicating as much as 60,000,000 tons more in the banks below. No limit to the deposit has ever been found. The ore is magnetic.

George Dawson Coleman studied at Princeton college for a time and graduated from the University of Pennsylvania, class of 1843. His vocation in life was already provided for him, and, from 1846 to 1852, he operated the Cornwall mines in company with his brother, Robert W. Coleman, other members of the family being also interested. Owing to the fact that one of the Colemans had drawn out more ore than he was entitled to, the interests of the family were consolidated Feb. 1, 1864, into The Cornwall Ore Bank Co. Of the ninety-six shares in this corporation, sixteen were given to the Grubb estate, fifteen to Robert Coleman, then living in Paris, fifteen to George Dawson Coleman, twenty-five to William C. Coleman, and twenty-five to Robert Coleman. The stock was afterward distributed among fourteen persons, in consequence of the division of estates.

George Dawson Coleman was a considerate employer and built a chapel for the workmen on his estate, and performed many other acts of kindness. The lot upon which he was born, together with a large sum of money, he gave to St. Peter's church in Philadelphia and a tablet and memorial window there attest the gratitude of the parish for his munificence. As a farmer, breeder of cattle and cheese maker, he attained considerable note, and he brought himself so close to the people in many ways that they sent him to the Legislature five years as a member of the lower house and for three years to the Senate. He was a member of the State Board of Charities, president of The First National Bank of Lebanon, and a large stockholder in The Penn Steel Co. and many other enterprises.

Mr. Coleman married Miss Brown of Philadelphia and was the father of seven children, Mrs. Arthur Brock, Mrs. Horace Brock, Mrs. Glover, B. Dawson, Edward, Annie and Fannie Coleman.

WILLIAM TELL COLEMAN, merchant, San Francisco, Cala., while successful in a material way, won reputation chiefly from his public services in freeing his city from lawlessness at two different periods. Born in Cynthiana, Ky., Feb. 29, 1824, son of Napoleon Bonaparte and Cynthia Chinn Coleman, he began life in Kentucky as a surveyor and then went into the lumber business in St. Louis. As early as 1845, Mr. Coleman tried to organize a party to go to California, and actually started in May, 1849, with a small company across the plains and in Sacramento did some business as a builder. He tried mining for a while also in Placerville, and, in 1850, established himself in San Francisco as a commission merchant, in which vocation he made a fortune. In 1852, he entered into a shipping business in New York city, and, in 1856, started a regular line of ships to San Francisco. After that, he lived, until 1864, alternately in San Francisco and New York.

During 1851, the ruffians of San Francisco committed a series of murders, robberies and other crimes, which brought about a reign of terror and which the courts were absolutely powerless to suppress. In the operations of the Vigilance Committee of that year, Mr. Coleman took a quiet but determined part, being a member of the executive committee. "The Committee of Thirteen," as they called themselves, performed their work with unyielding courage and determination and then disbanded, having had only one open conflict with the civil authorities.

But crime again broke out. From 1849 to 1854, 4,200 murders took place in California, 1,200 being in San Francisco; and with reference to the latter, only one conviction in the courts. Various men requested Mr. Coleman to take the lead in forming a new Committee, and having secured a promise of absolute secrecy and obedience, issued a call in *The Alta*, signed "The Committee of Thirteen," for a public meeting. At 8 A. M., a crowd gathered at the hall and the great Vigilance Committee of 1856 was formed. Mr. Coleman was number one in the enrollment, and 1,500 men took an oath the first day, swearing to secrecy, loyalty, obedience and the risk of their lives, liberty and fortunes. An executive committee was formed, of which Mr. Coleman was always president, and a breastwork of gunny bags was put up to defend the permanent headquarters, called Fort Gunnybags, and protected by cannon and armed men. Indictments were agreed upon in secret session, and Mr. Coleman presided at the trials as judge. The Committee assumed complete control of the administration of justice. The Governor of the State, the Federal army officers at the post on the bay, and others remonstrated, but all to no avail. Mr. Coleman and the Committee were firm. The forms of law were observed, but the Vigilantes were relentless; and after hanging several men, they restored order, and disbanded in August, 1856, dismantling their fortress. On the 28th, Mr. Coleman sailed for New York, bearing the thanks of all good citizens. Judge David S. Terry of the Supreme Court of the State was arrested by this Committee for stabbing one of the Vigilance police, but Mr. Coleman always counselled moderation, and Judge Terry was released without punishment. Suits for damages amounting to \$1,500,000 were brought against Mr. Coleman, but failed.

In 1864, Mr. Coleman returned to San Francisco to spend the rest of his days. He died Nov. 22, 1893. Mrs. Coleman was Carrie M., daughter of Daniel D. Page, of St. Louis, and they were married Aug. 11, 1852. Of their seven children only two reached maturity, and one, Carlton Chinn Coleman, has since died. Robert Lewis Coleman alone survives.

COFFIN COLKET, Philadelphia, a pioneer railroad builder, and a native of Epping, N. H., Oct. 15, 1809, belonged to the lineage of Edward Colcord, an Englishman, who settled in Exeter, N. H., in 1638. Peter Colcord, his father (who married Phoebe Hamilton), followed a popular English practice of pronouncing his name wrong and the American practice of spelling it the way it was then pronounced. The means of the family did not permit Coffin Colket to go to college, and at the age of twenty, in the hope of finding work in the construction of The Baltimore & Ohio Railroad, which had been begun in 1828, he went to Baltimore, and was promptly given something to do in the making of the road bed of that line. There he remained until 1831. In 1831-32, he found work on The New Castle & Frenchtown Railroad and when the line was done, went to Philadelphia and secured a contract to lay the granite blocks and edge rails on two sections of the new State railroad between Philadelphia and Lancaster. John O. Stearns and he then formed the partnership of Colket & Stearns, which, for twenty-three years, 1834-57, contracted for the building of parts of many new railroads of that period in New York, Pennsylvania and New Jersey. The whole of the original line of The Central Railroad of New Jersey was constructed by them, under various contracts, 1834-42, and then the road was leased to and operated by them, and, in 1846, sold to them under foreclosure. Upon reorganization of the company, Mr. Colket became a director. After 1857, Mr. Colket gave his attention mainly to the construction of street railroad lines in Philadelphia and the management of corporations. From 1852, he was president of The Chestnut Hill Railroad and from 1858 a director, and after 1867, president of The Citizens' Passenger Railway; from 1867, president of The Philadelphia, Germantown & Norristown Railroad; from 1860, director of The City National Bank; from 1867, a director in The Plymouth and The Philadelphia & Darby Railroads; and, at other times, a director of The Morris Canal Co., The Tioga Improvement Co., The Long Island Railroad (and once its president), The Township Line Turnpike Co., The Coates Street Railroad and The Penn Township Bank. March 21, 1839, Mr. Colket married Miss Mary Pennypacker, daughter of William Walker. The survivors of his family, at his death in Philadelphia, April 5, 1883, were his wife and his children, William W., George H., Mrs. Mary Jane Audenreid, Anna B., wife of Edward C. Gallup, Ida, wife of Howard B. French, and Charles H. Colket.

SAMUEL COLT, inventor, Hartford, Conn., born in that city, July 19, 1814, died Jan. 10, 1862. The son of a merchant and manufacturer, Samuel ran away from school in Amherst, Mass., and cured himself of a love of the sea by taking one voyage to the East Indies, as a sailor before the mast. Then, taking a place in the bleaching and dyeing department of his father's factory in Ware, Mass., he learned chemistry and at eighteen years of age, travelled for two years in the United States and Canada as a lecturer on chemistry, under the name of "Dr. Coult." While a sailor, Mr. Colt had whittled out a wooden model of a pistol, which should fire several shots before reloading, and in 1835 obtained a patent for this weapon, both in America and in England and France. The Patent Fire Arms Co., capital \$300,000, was organized to manufacture the pistol in Paterson, N. J., and a part of the regular army being supplied with Colt's revolvers used them with great success in the Florida war. The sale stopped at the end of the war, but when the Mexican war broke out, General Taylor ordered \$1,000 of them at \$28 each. The Patent Fire Arms Co. had suspended, and the revolvers were made by Mr. Colt at Whitneyville, Conn. Other orders followed, a larger factory

became necessary, one was built in Hartford, Conn., and from that time, Mr. Colt was a prosperous man. A new plant was created in 1852 upon a tract of 250 acres in Hartford and, in 1855, The Colt Patent Fire Arms Co., capital \$1,000,000, was organized to carry on the business. A large number of improvements were made upon the original arm, and the works were devoted in part to the making of ammunition and of machinery for armories. During the Civil War, Mr. Colt designed a submarine battery for the defense of harbors, and he was the first to test the notion of an ocean telegraph cable by laying one from Fire Island to the harbor of New York city. The works he founded now represent an investment of \$2,250,000. Caldwell H. Colt, a son, succeeded to the management of the industry, but died at Punta Gorda, Fla., Jan. 21, 1894.

ANDREW WESTBROOK COMSTOCK, pioneer and lumber manufacturer, Alpena, Mich., born in Port Huron, Mich., Oct. 5, 1838, descends from an old family. The Comstocks are from England, the Westbrooks from Holland. His mother's family of Waldo traces its ancestry back to the sixteenth century, and some of the men of the family were knighted for meritorious service. When Andrew W. Comstock was thirteen years of age his father moved to a farm, sixteen miles north of Port Huron, in the township of Burtchville, at the end of the wagon road. To the westward lay an unbroken wilderness. Eastward, between Black river and Lake Huron, there was an occasional settler. The senior Comstock built a small water mill on his place, and Andrew toiled both upon the farm and in the mill during the open season, and in the Winter time in getting out logs.

In the Fall of 1858, he went to the State Normal School at Ypsilanti, where he remained one year, having had no instruction since he was ten years old. He then returned to the farm, and for two Winters taught the local school. About this time, he bought eighty acres of wild land, clearing sixty acres himself, with the help of one man and the friendly aid of neighbors, who joined him in old fashioned "logging bees." Dissatisfied with frontier life, he mortgaged his farm and with the money thus obtained went to Detroit and took a course at Bryant & Walter's Commercial College. Jan. 5, 1864, he removed to Alpena, without a dollar of money, served as clerk in a store for two years, saved his money, and then embarked, in 1866, in mercantile business. The following year, he built a shingle mill, bought a tract of pine land, and engaged in the manufacture of lumber. His old experience in the woods now served him well, and he succeeded from the day on which he began life for himself. The location of Alpena on Thunder bay supplied him with ample facilities for shipment to market, and his mill rapidly increased its operations and grew to a large concern. Mr. Comstock has been a Supervisor of his county and Mayor of Alpena, and is now president of The Alpena Banking Co., and a partner in H. S. Robinson & Co., manufacturers of boots and shoes, as well as in a warehouse firm. His lumber firm operate not only in Alpena but in Canada and Mississippi, where they own tracts of pine lands, and Mr. Comstock owns some real estate in Chicago and iron lands in Mesaba and Vermillion, and is now a man of fortune.

He is a member of the Masonic order, having reached the thirty-second degree. He was married July 14, 1869, in Detroit, to Lillie J. Tuttle, and his children are Caroline L. and Anna Winfield Comstock. His success is not due to speculation or inheritance. Every dollar has been gained by steady perseverance, legitimate industry, energy and determination to rise.

SWITS CONDÉ, manufacturer, Oswego, N. Y., is a son of Henry S. Condé, a merchant and manufacturer, and was born in Oswego county, N. Y., April 24, 1844. He is descended from that illustrious family founded in the twelfth century in France by Godfrey de Condé, from which sprang the princes of Condé. Adam Condé, a French Huguenot, fled from religious persecution to Holland the latter part of the sixteenth century, came to America soon afterward, settled in Schenectady, was known as the Chevalier Condé, and in 1724, was High Constable at Albany. He was killed by Indians near Schenectady in 1748, and was the great great grandfather of Swits Condé. Swits Condé attended the public schools of Oswego until eighteen years of age. In 1863, he went to Louisiana, and for four years was engaged in cotton and sugar growing. In 1867, he engaged in the manufacture of knit goods in Oswego, and through inventions and processes of his own has developed a large and successful industry. He has taken out about twenty-five patents, all utilized in his own shops. His success is due to close study of details and improved processes of his own invention. Mr. Condé is a man of excellent ability and agreeable manners, and a member of the Union League, Riding, Wool, Republican and Larchmont Yacht clubs, the Huguenot Society and Chamber of Commerce of New York city, and the Thousand Islands and several other clubs. He is the owner of the steam yacht *Ruth*. In 1873, he married Miss Apama I., daughter of Churchill and Sarah Morse Tucker, of Fulton, N. Y., and is the father of several children.

JOSEPH SPENCER CONE, land owner, born on a farm near Marietta, O., Aug. 26, 1822, died at his home near Red Bluffs, Cal., Sept. 12, 1894. Mr. Cone could trace his family line back for twenty-eight generations to William de St. John, who invaded the British isles under the flag of William the Conqueror, as grand master of artillery. In 1629, Elizabeth St. John, of England, in whose person was united the lineage of ten European sovereigns, married the Rev. Samuel Whiting, and settled not long afterward in Lynn, Mass. One of her descendants married Joseph Cone, a naval officer in the American Revolution and grandfather of the subject of this memoir.

Until twenty-two years of age, Joseph S. Cone worked on the farm and then engaged in trade with the Cherokee Indians. Pushing overland in 1850, from Jasper county, Mo., with a party of other pioneers, he left the wagon train near Fort Laramie and with four others went on ahead on horseback, fighting the Piutes several times but reaching Nevada City in safety. Mining at Newcastle and Ophir kept him busy for a time, success being moderate, and Mr. Cone then made a better living by cutting shakes from the tall sugar pines near Nevada City. He then went into the freighting of supplies from Sacramento to the mines, and the sale of them there at a handsome profit. Returning to Ohio in 1853 and soon tiring of the dullness of life at home, he started for the Pacific coast again in 1854 with a drove of cattle, which he sold in the mining towns at a large profit. He then turned his attention to various occupations, finally, in 1857, buying land on Alder Creek in Tehama county and raising cattle and sheep on this farm. Selling this tract in 1868 for \$12,000, he bought a ranch of 16,000 acres near Red Bluff, farmed it, and increased his purchases from time to time, until he had acquired nearly one hundred thousand acres, extending from near Red Bluff for fourteen miles southward. Upon this typical western ranch, which now produces 125,000 bushels of wheat per year and large quantities of fruit, and on which 30,000 sheep have been grazing, Mr. Cone attained to riches.

Among other things which he did may be mentioned the fact that he developed The Antelope Flume & Lumber Co., and its successor, The Sierra Lumber Co., established The Bank of Tehama County in Red Bluff in 1872, of which he was president until his death, and built a large water power plant on Antelope creek, which is lighting Red Bluff with electricity as well as the Cone homestead sixteen miles from town. His will contained generous gifts to persons not members of his family. Mr. Cone never held political office, except as one of the first Board of Railroad Commissioners. In 1867, he married Anna R., a daughter of Colonel Reppert, of Ohio, and became the father of Douglas S. and Josie B. Cone, and Mrs. E. W. Runyon, the husband of the latter being president of The Bank of Tehama County.

COL. ARTHUR LATHAM CONGER, manufacturer and public man, Akron, O., while a native and always a resident of Ohio, having been born in Boston, Summit county, Feb. 19, 1838, is a son of John Conger, a native of Vermont, and Hannah Beales, his wife, and a descendant of Deacon Job Conger, an emigrant to New England in the early part of the seventeenth century. The family of Mr. Conger were farmers, and they removed from Vermont to Ohio in 1831. The State of the Beautiful River, as the Indians then called it, although admitted to the Union in 1802, was yet, in 1831, little more than a primitive wilderness; and the usual deprivations of a frontier life were the lot of the Conger family for many years after their settlement in Akron.

Arthur grew up on a farm under the discipline of a Puritan family, and acquired from his parents and the environment of his home the qualities of temperance, self control, industry and frugality, since exemplified in his career. While yet a mere boy, he had already begun to earn the trifling sum of ten cents a day in a foundry, and the first promotion came in the form of an engagement in a flour mill at a salary of twenty-five cents per day. The eager lad applied himself so heartily to his duties, that the miller soon increased his wages to fifteen dollars a month. Like other American youths, who are dependent mainly upon themselves and must gain experience before selecting a permanent occupation, Mr. Conger saw service also as a workman in a brick yard. The first venture on his own account illustrated his health and energy, and reminds one of President Garfield's early life on the canal towpath and Senator Sherman's famous speculation with a flat boat and a load of salt, which yet supplies amusement in the Sherman family. With a playmate, Mr. Conger bought a canal boat and operated it for several years on the Ohio canal, then a valuable route of transportation between the northern and southern sections of the state. Later yet, he became a school teacher and a good one, probably deriving as much benefit from study as did any of his pupils. From the text books, he learned the history of his native country and many other things besides and imbibed valuable lessons of patriotism and ambition.

By the time of the outbreak of the Civil War, Mr. Conger had developed into a self reliant, active, courageous young man and longed to bear a part in the great struggle for the preservation of the Union. In the Fall of 1862, he enlisted as a private in Co. G., 115th Ohio Inf., learned the manual of arms and drill of the soldier, and became Second Lieutenant on the organization of the company. The 115th Ohio served until the end of the War and happened to be on board the steamer *Sultana* on the Mississippi river, April 27, 1865, when the boilers exploded, killing eighty-three men of this regiment alone. Mr. Conger was soon promoted to be First Lieutenant and finished his service in July, 1865, as Captain. In action, he was fearless of danger, cool, cautious and efficient,



A. L. Conger

attracting frequent attention and being repeatedly detailed for special service. For some time, he served as Adjutant of his regiment and acting Adjutant General on the staff of Brig. Gen. Jacob Ammen, and was also Provost Marshal under Gen. J. D. Cox, and Assistant Inspector of railroad defenses in the Department of the Cumberland under Gen. George H. Thomas, and, for a time, in charge of the office of the railroad defenses of the Department in Nashville, under the immediate supervision of Major James R. Willett, 1st U. S. Vet. Vol. Engineers. Executive ability, promptitude and thoroughness in discharging every duty were displayed in every position. Captain Conger had the honor to receive a number of letters of commendation and congratulation from General Thomas and other commanders, and these documents are treasured to this day, as a most cherished possession. It may be said here that activity in military affairs did not end, even after the volunteers had come marching home. In 1882, he was elected Colonel of the 8th Ohio, N. G., and commanded the regiment for eight years. This organization held the post of honor in the public square in Cleveland, during the funeral of President Garfield, and in 1885, it held in check an excited mob of nearly 10,000 persons, during the execution of Horn and Griffin at Ashland, O. By calmness and determination, Colonel Conger prevented disorder and bloodshed on the latter occasion, without firing a shot, and received, in consequence, flattering commendation from the county officials and Governor Hoadley. He has always maintained close relations with the old volunteers, was Department Commander of the Grand Army of the Republic in 1886, and is a member of the Ohio Commandery of the Loyal Legion.

The problem of an occupation after the War was partly solved, in Colonel Conger's case, by election, twice as treasurer of Summit county, once as city treasurer of Akron, and once as secretary of the Board of Education. He soon became a leader in the active life of Akron, and was, in time, honored with election as president of The Business Men's Association.

The remarkable success of Colonel Conger in practical pursuits began in 1870 with his engagement as travelling salesman for The Whitman & Miles Manufacturing Co., a concern which, starting in 1850, had grown into the ownership of factories in Fitchburg, Mass., and Akron, O. This was the first concern in the world to make a specialty of the manufacture of knives for mowing machines and of reaper sickles and sections, and already in 1870, it had risen, by the excellence of its productions and energy of its management, to the head of this industry. Colonel Conger sold the goods of the company with so much success that he was called into the home office, made a director, promoted to be a vice president in 1877, and, in 1884, made president of the company. In 1877, the business of the company was united with that of George Barnes & Co., of Syracuse, N. Y., under the name of The Whitman & Barnes Manufacturing Co.; and for several years thereafter, Colonel Conger concentrated the actual production of knives at the Akron and Syracuse factories. Driving, shrewd and intelligent in management, he had the satisfaction of seeing production increase until the growth of the business made imperatively necessary, in 1878, the establishment of a branch plant in St. Catharine's, Canada, and in 1883, one in Canton, O. To the original classes of goods produced by his company, Colonel Conger has, from time to time, added other specialties, including wrenches. Branch houses have also been opened in New York, Boston, Philadelphia, Chicago, Kansas City, San Francisco, London and Paris. Compelled finally to take radical steps for the enlargement of its capacity, the company, in 1893,

purchased twenty acres of land between 119th and 120th streets at West Pullman, Chicago, and covered ten acres of ground with handsome buildings of red brick from Marion, Ind., the woodwork being framed entirely on the mill construction plan. This, the fifth plant, made The Whitman & Barnes Manufacturing Co. the largest industry of its class in the world. Colonel Conger is yet at the head of the company.

He is also now connected with several other industrial enterprises, the motive power of his active mind being far from absorbed by any one establishment. He was for five years, president of The Diamond Plate Glass Co. of Kokomo and Elwood, Ind., which operated a plant only second in size among the glass factories of the world. When this concern was consolidated with The Pittsburgh Glass Co. of Pittsburgh, capital \$10,000,000, Colonel Conger became vice president of the new company. He is also president of The Hartford City Glass Co. of Hartford City, Ind., whose enormous shops manufacture window glass by the tank process. The American Tin Plate Co. of Elwood, Ind., was established by him in 1891, and he held the presidency and general direction for several years, during which time he made it the leading concern of its kind in America and demonstrated the entire practicability of the manufacture of tin plate in this country. He is also president of The Akron Steam Forge Co., having plants in Akron and in Elwood, Ind.; vice president of The Enterprise Manufacturing Co. of Akron; president of The Muncie Land Co. of Muncie, Ind., and The Hartford Land Co. of Hartford, Ind.; and vice president of The Elwood Land Co. Among his other corporations is The Pittsburgh, Akron & Western Railroad, now The Northern Ohio Railway, of which he was one of the promoters and vice president, having a line of 165 miles between Akron and Delphos, O. This company was re-organized as The Northern Ohio Railway, of which Colonel Conger was vice president, until it became a part of The Lake Erie & Western Railway system.

The secret of Colonel Conger's rise from poverty to fortune lies in the energy, clearness of mind, uprightness, and invincible determination of the man, combined with the opportunities which America affords for a career like his. He has strong physique, abounding health, and courteous manners, and is generous and sympathetic, absolutely devoid of affectation and a thorough, all round good citizen. He belongs to the Protestant Episcopal church in Akron and is one of its vestrymen, has long been president of The Union Charity Association, and is noted for his kindness of heart and liberality. His home is dearer to him than any club, but he is a member of the Ohio Society of New York city and belongs to several other social organizations.

In 1865, Colonel Conger married Miss Emily, daughter of the late Hiram V. Bronson of Peninsula, O., whose father Hiram was one of the association which purchased the Western Reserve. To them have been born Kenyon B. Conger, now associated with his father in business as private secretary; Arthur Latham, a student in Harvard university; Erastus Irving, now deceased; and Latham H. Conger. The family live at Irving Lawn, so called in memory of their deceased son.

WILLIAM CONNELL, coal operator and banker, Scranton, Pa., is a Nova Scotian by birth, and Sept. 10, 1895, was sixty-eight years of age. His native place was Cape Breton. James Connell, his father, was a native of Scotland, and his mother, Susan Melville, of Irish descent. The family lacked the means to give William much of an education, but he learned enough at school to answer all practical purposes. In 1844, the family moved to Luzerne county, Pa., where William began life as a wagon driver

and a workman, callings sufficiently useful to give him a chance to show that he did not lack energy and mind. His opportunity came in 1856, when The Susquehanna & Wyoming Valley Railroad & Coal Co. placed him in charge of the anthracite mines they were operating near Scranton. Fourteen years of hard labor and careful saving enabled him, in 1870, to buy those mines and take charge of the business in his own name. His firm of William Connell & Co. now own several hundred acres of valuable coal lands and operate several collieries. Mr. Connell is principal owner and president of The Connell Coal Co. of Scranton, incorporated with a capital of \$500,000, with mines near Old Forge in Lackawanna county and at Duryea in Luzerne county. In 1872, Mr. Connell founded The Third National Bank of Scranton, in company with others, and in 1879, took the presidency, which he has retained down to the present date. He is one of the organizers and directors of The Scranton Safe Deposit & Trust Co., founded in 1887; treasurer of The Lehigh Salt Mining Co., which owns 400 acres of salt land and has purchased the right to the salt under 3,000 acres more; director in The Dickson Manufacturing Co. and The Lackawanna Iron & Steel Co; president of The Lackawanna Knitting Mills, The Scranton Button Manufacturing Co., vice president of The Scranton Forging Co. and owner in several other industries. He uses his fortune with liberality, especially in the interest of the Methodist Episcopal church, and Syracuse University, Wesleyan University and Drew Theological Seminary, of which he is a trustee.

WILLIAM GEORGE CONRAD, banker, a native of Clarke county, Va., and born Aug. 3, 1848, descends from English and German ancestry. Educated in country schools and by private tutors, he settled in Montana in 1868, plentifully endowed with ambition, vitality and character, but without means. Entering the employment of I. G. Baker & Bro., merchants, at Fort Benton, as bookkeeper, he displayed much ability, and his younger brother, Charles E. Conrad, and he were admitted to partnership in 1872. They bought out the Bakers in 1878, carried on the business with success, and established the wealthy firm, now known as Conrad Bro's, bankers, of Great Falls, Mont. In 1880, they organized The First National Bank of Fort Benton. The brothers have owned a line of steamers on the Missouri river, and furnished the United States and Canadian Governments both with supplies and money, and, before the advent of railroads, did most of the freighting for the army posts in the Northwest, employing hundreds of wagons and teams. They also operated stores at Fort McCleod in the Northwest Territory and at other points. William G. Conrad is now senior partner of the bank of Conrad Bro's, president of The Northwestern National Bank, vice president of The Conrad National Bank of Kalispel, president of The Queen Mining & Milling Co. of Neihart, and treasurer of both The Benton & St. Louis Cattle Co., and The Conrad-Price Cattle Co., which own large ranches in Northern Montana. His brother and he own the majority of the stock in all these companies as well as large land, cattle and sheep interests in Montana and the Canadian Northwest. Mr. Conrad is considered by those who know him the best financier in the State of Montana. He was the first Mayor of Fort Benton and Territorial Senator, 1879-80, and is a member of the Rideau club of Ottawa, Canada. By his marriage with Miss Fannie E. Bowen, of Clarke county, Va., Oct. 12, 1876, he is the father of four children, Maria, Josephine, Minnie Athisson, George Harfield and Arthur Franklin. The family maintain several homes, one of which is located at White Post in the Shenandoah valley, near Washington, and is the handsomest estate in Virginia.

ELISHA S. CONVERSE, manufacturer, Boston, Mass., born July 28, 1820, in Needham, Mass., the son of Elisha and Betsey Wheaton Converse, saw little prospect of distinction in life, when, at the age of nineteen, with a public school education only, he started out to earn his living. In a little clothing store in the village of Thompson, Conn., he helped to do up bundles and sell goods for a year, and then, in a subordinate station in the boot and shoe trade, took the lessons which he put into practice afterward with unexpectedly good results. In 1853, The Boston Rubber Shoe Co. made him manager, and by careful saving, ability and hard work, he rose in the course of events to the presidency of the corporation, having a large interest in its stock. The Boston Rubber Shoe Co. is one of the corporations which has remained independent of The United States Rubber Co., and has always fared well, in spite of refusing to enter into any trust or combination. The present year finds Mr. Converse a prosperous man, related in interest to a great variety of enterprises and holding the positions of president of The First National Bank of Malden, Mass., a town which made him first Mayor in 1881, and to which he has given a library building; president of The Boston Belting Co., and The Rubber Manufacturers' Mutual Insurance Co.; director in The Exchange National Bank and The Revere Rubber Co.; and trustee of The Boston Five Cent Savings Bank and Wellesley College. Sept. 4, 1843, he married Mary D. Edmands, of Thompson, Conn., and has four children, Frank E., Mary Ida, Harry E. and Frances Eugenie. In State affairs, he was a member of the Legislature, 1878-79, and State Senator, 1880-81.

JAMES WHEATON CONVERSE, long known as "Deacon" Converse, a manufacturer of Boston, born in Thompson, Conn., Jan. 11, 1808, died in Swampscott, Mass., Aug. 26, 1894. When old enough to think for himself, believing that he could do better elsewhere than upon his father's farm, he took his bundle of clothes, with the paternal consent, and in Boston went to work for two uncles in the Boylston market at \$5 a month and board. In 1828, he bought the restaurant part of the business, stopped the sale of liquor, sold out at a profit in 1831, and then went into partnership with William Hardwick in the boot, shoe and leather business on Milk street in Boston, as Hardwick & Converse. Jan. 1, 1833, he became a partner in Field & Converse on Broad street in the hide and leather trade. This house, which, after several changes of location, settled on High street, brought him a fortune. Jan. 1, 1870, Mr. Converse retired to devote himself to a few large interests. He was a merchant of the old school and made large profits, which found investment in a great variety of enterprises, including railroads, banks and real estate.

In 1850, in part by rail, canal and stage, he journeyed to Grand Rapids, Mich., to save to the Baptist church their Indian reserve there, and did that. Later, he bought the property, and to him more than to any other one man is due the creation of the city of Grand Rapids out of an almost primeval wilderness. His investments in factories in and around that municipality and in real estate there amounted to more than a million dollars. The gypsum quarries, the toll bridge, the railroads to Kalamazoo and White Cloud, several churches, and most of the factories, of some of which he was president or director, are monuments of his enterprise.

With banking in Boston, he became connected as early as May 16, 1836, when The Mechanics' Bank was organized. A founder and always a director of that institution from the beginning, he was its president after 1847 until 1888. His place in the finan-

cial world is denoted by the fact that he was a large stockholder, after 1861 a director, and after 1863 president, of The Boston Rubber Shoe Co. and president of The Boston Land Co. and The Phoenix Furniture Co. of Grand Rapids, one of the organizers and president for twenty-seven years of The Boston & Colorado Smelting Co. of Denver—the last named having a capital stock of \$1,500,000 and at Argo, Colo., the largest refining and smelting plant in the United States, and president of The American Rapid Telegraph Co. He had a large interest in The Milwaukee & St. Paul Railroad, was the principal builder of The Canada Southern Railroad and served as railroad receiver several times. The title of Deacon came to him through his devotion to the Baptist church, of which he was an active member.

SETH COOK, a successful miner on the Comstock ledge, sprang from a New York family and was born in Byron, Genesee county, N. Y., in 1830. Dying Feb. 26, 1889, he was buried in Rochester, N. Y., in which city he had passed his early life. In 1850, he appeared in California, and spent many years in the mining regions, prospecting with good and bad fortune alternately. He was among the first of the men to establish themselves on the Comstock ledge, and with his brother Daniel made a great deal of money in 1886 in the Crown Point deal. It is said that his profits were millions. Later, he obtained control of the Standard mine at Bodie, and finally returning to the Comstock ledge, became controlling owner of the Alta group of mines at the southern end of the lode. Mr. Cook also had mines on Maxwell creek and large interests in land, including a stock ranch in Contra Costa county.

JAY COOKE, banker, Philadelphia, Pa., had the good fortune to inherit the virtues and energy of his Pilgrim ancestor, Francis Cooke, who arrived in America in the *Mayflower* and built the third house in Plymouth, and of his father, Eleutheros Cooke, lawyer, Whig politician and Member of Congress; but, except a good training at home, under his mother, Martha Casswell, he had the honor to inherit very little else. Born in Sandusky, O., Aug. 10, 1821, Mr. Cooke started in life poor, owing to reverses in his father's business, and had to go to work at an early age. He spent a year at Sandusky and St. Louis each, and in 1838 took a clerkship with E. W. Clark & Co., bankers in Philadelphia, in which city he has ever since made his home. The firm made him a partner at his majority and, through the operations of this house, he learned the art of financiering, which he afterward employed for his own benefit. Retiring about 1858 from E. W. Clark & Co., with considerable means, Mr. Cooke founded the house of Jay Cooke & Co., in order to associate his sons with him in business, and, within a few years, had plunged into gigantic undertakings. The larger part of the \$2,000,000,000 of the bonds issued by the Federal government during the Civil War was sold through his house, although not without the expenditure of large sums of money in advertisements in newspapers and magazines, and persistent and herculean efforts among capitalists, carried on through branch houses in New York, Washington and London. After the War, Mr. Cooke ranked as a man of large wealth. He then made a specialty of negotiating large issues of railroad securities, was interested in hundreds of railroad lines, and beginning in 1864 undertook to build The Northern Pacific Railroad. This work went on prosperously for a while. Construction work began in 1869 and the line was finished from Duluth to Bismarck in 1873. The road was ahead of the times, however, and a default in payment of interest, due to the depression of 1873, overwhelmed Jay Cooke & Co. with disaster and caused their failure. The principal

part of his fortune was swept away by this occurrence, but his attorneys managed to save more from the wreck than any one had expected and Mr. Cooke now lives in comfortable retirement. He is connected with a number of business enterprises and is a large owner of wild lands in the West. The wife of Mr. Cooke entered into rest fifteen years ago. She was Miss Elizabeth D. Allen of Lexington, Ky., and they were married Aug. 22, 1844. Of their eight children, four are living, Jay and Henry E. Cooke; Laura E., wife of C. D. Barney, the banker; and Sarah E., wife of John M. Butler, all of Philadelphia. Mr. Cooke's clubs are the Union League and the New England Society.

THOMAS JEFFERSON COOLIDGE, merchant and manufacturer, Boston, Mass., is a grandson of Thomas Jefferson and was born in Boston, Aug. 26, 1831. From Harvard college, Mr. Coolidge went into the East India trade with the late Joseph Gardner, under the style of Gardner & Coolidge, and in that vocation acquired the means to engage in manufacturing enterprises. Most of his investments have been made with such careful judgment as to secure remarkably handsome returns, and he has been successful especially, not only in management of solvent enterprises but in rescuing others from a condition of virtual bankruptcy.

In 1858, he accepted the presidency of The Boott Manufacturing Co. of Lowell, then in financial straits, and within three years had rebuilt its cotton mills and established their trade upon a prosperous footing. Three years were then spent in France. During 1868-80, he managed The Lawrence Manufacturing Co. as its treasurer with good results, and was long treasurer of The Amoskeag Co. at Manchester, N. H., a large producer of cotton goods and flannels, and probably the largest manufacturing corporation in New England, having a capital of \$4,000,000, owning a property of \$8,000,000, operating sixteen mills, employing 8,000 men and women, and controlling the water power of the Merrimack river at Manchester. In 1880, he began to operate in railroad properties and gained fresh laurels in this field as a manager of extraordinary abilities. He accepted the presidency of The Atchison, Topeka & Santa Fé during an interregnum, aided the company through its worst period, and then resigned, to take the presidency of The Oregon Railway & Navigation Co., now leased by The Northern Pacific Railroad, resigning as soon as the business had been brought to a satisfactory condition. Mr. Coolidge then resumed the treasurership of The Amoskeag Manufacturing Co., which he yet retains. He has an extended ownership in other cotton mills, including The Emery and The Lawrence Manufacturing Co.'s and The Dwight Manufacturing Co. in Chicopee, being president of the latter, and is a director of The Boston & Lowell, The Chicago, Burlington & Quincy, The Kansas City, Fort Scott & Memphis, and allied railroads, as well as many other enterprises.

His public services include a representation at the Pan-American Congress, at which he brought in a minority report against the free coinage of silver, which was accepted. He was one of the original Park Commissioners of Boston, when those officials served without salary. In 1892, President Harrison appointed him Minister to France, a position which he filled with credit. Mr. Coolidge is a man of courteous manners, and in private life an agreeable associate. Among his clubs are the University and Harvard of New York city. His family now consists of T. Jefferson Coolidge, jr., and three daughters, all married. He has given a fine public library to the city of Manchester, N. H., and \$130,000 to the Laboratory of Physics in Boston.

JAMES E. COOPER, showman, Philadelphia, Pa., was born in Philadelphia, Nov. 4, 1832, and died there, Jan. 1, 1892. He began business for himself at the age of fifteen as proprietor of an omnibus line, which he sold three years later in order to purchase the Germantown line, which in turn he sold shortly afterward for three times the amount he had paid for it. He then started an independent omnibus line in Washington, D. C., and inside of three months had gained control of every line in that city. Returning to Philadelphia in 1863, he entered the circus business in the firm of Gardner, Hemmings & Cooper, and became the first manager to give a concert under a circus canvass. In 1866, Dan. Rice and his performing horses and the first trick mules seen in the country were engaged at \$1,000 a week and expenses. During the next four seasons, the firm bore the name of Hemmings, Whitby & Cooper, becoming in 1871, Hemmings & Cooper. In 1872, James A. Bailey, who had been connected with the circus as general agent, bought the interest of Mr. Hemmings and the show then took the name of "Cooper & Bailey's International Ten Allied Shows." The circus exhibited in every part of the country and was extraordinarily successful, visiting Australia and New Zealand also twice, as well as all the principal cities in South America. Mr. Cooper retired from the firm in 1880. In 1886, he re-entered the circus business in partnership with P. T. Barnum, W. W. Coole and James L. Hutchinson, the show taking the name of "P. T. Barnum & Co's Greatest Show on Earth." At the close of 1887, Mr. Cooper sold his interest to James A. Bailey and retired with the intention of devoting the remainder of his days to the enjoyment of the fortune he had amassed, but the fascination and excitement of the circus arena tempted him forth once more, and, in 1890, he purchased the Adam Forepaugh shows, and he died while in the harness. His wife and three children survived him. Mr. Cooper owned a large amount of real estate.

JOB A. COOPER, banker, Denver, Colo., is the son of an English farmer, who arrived in America in 1820, and, after a short stay in New York, became one of the first men to take up his abode in Bond county, Ill. In that county, the subject of this sketch was born, Nov. 6, 1843. From the high school in Knoxville, Mr. Cooper went to Knox college at Galesburg but left it in 1864 to join the 137th Ill. Inf., as a sergeant of Company I. During the raid of General Forrest against Memphis, Mr. Cooper distinguished himself for gallantry, and indeed his valor was conspicuous while he remained at the front. The regiment was ordered home toward the close of the War and Mr. Cooper graduated from Knox college in 1865 with high honors. In 1867, he was admitted to practice as a lawyer, and, in 1868, accepted election as clerk of the Circuit Court of Bond county, in which capacity he served for four years. Removing to Denver in May, 1872, he practiced law for a year with A. C. Phelps, and then engaged in the insurance business until April, 1876, when he became vice president of The German National Bank, in which position he won great popularity among depositors. In December, 1876, he was chosen cashier. Mr. Cooper soon learned the possibilities of Denver and not only did all that lay in his power to develop the city, but invested the larger part of his earnings in real estate, in order that he might profit by its growth. His interest in public affairs led to his service in the City Council in 1876 and his election as treasurer of the State university at Boulder. In 1889, he was made Governor of the State for two years. He was for some time president of The First National Bank, and is now president of The National Bank of Commerce, and is recognized as a capable financier. The panic of 1893 may

have caused some shrinkage in his assets, but a year or two of business activity will restore them to their former value. He owns 15,000 acres of land in Weld county, devoted to cattle raising. Mr. Cooper was married in 1867 to Miss Jennie O. Barnes, of Galesburg, Ill., and is the father of four children.

SAMUEL CHAMPION COOPER, Camden, N. J., lawyer, is a son of Joseph W. Cooper, a farmer, and was born at Cooper's Point, Camden county, N. J., April 6, 1840. His ancestor came to America two years before William Penn, in 1680. Mr. Cooper began life in the work of the farm, followed by steamboating on the Delaware river, and then made practice of the law and operations in real estate his life work. In 1871, Mr. Cooper inherited a moderate property from his father, and has by good management added to his means, especially in real estate investments in Camden and vicinity. Among the corporations which have secured his interest are The Camden & Atlantic Railroad, The Cooper Point & Philadelphia Ferry Co., The Camden Gas Co., The West Jersey Traction Co., and The Champion Land Co., but there are others. He was married in June, 1865, to Emma J. Widener, of Philadelphia, and has two children, Joseph W. and Rebecca F. Cooper.

CALEB FREDERICK COPE, merchant and financier, pronounced by a Bishop of the Protestant Episcopal Church as the most eminent Philadelphian of his time, who died in Philadelphia, May 12, 1888, was born in Greensburg, Pa., July 18, 1797. He was eighteen years old when Napoleon and Wellington met at Waterloo. Washington was yet living, and John Adams had just become President. His life spanned an era of extraordinary progress. William Cope, his father, died when Caleb was young, so that the boy received his training from his mother, Elizabeth, and his grandfather, Frederick Rohrer. The latter, a native of Alsace and a famous pioneer of the West in America, emigrated to this country in 1759, at the age of seventeen, and visited Pittsburgh, when the place had only a fort and half a dozen Indian huts. He took across the Alleghany Mountains and planted the first wheat ever raised west of them, discovered and boiled the first salt ever traded in there, and sold the salt to the Indians of Ligonier valley, among whom he lived until they drove him away. The Copes were a once numerous and opulent family of Wiltshire, Eng., and traced their descent from ancient Norman, Saxon and Spanish knights and kings. Oliver Cope, with his wife Rebecca, came to America in 1682, with William Penn, having previously received one of the earliest land grants in Pennsylvania.

Caleb F. Cope received tuition in a one-story log cabin, whose pedagogue was finally driven insane by the pranks of his fifty pupils. While a boy, Caleb was bound as an apprentice to John Wells, storekeeper, and at the end of four and one-half years went home to his mother, who had meanwhile married John Fleegeer, a very worthy man. In 1815, Caleb was driven from Greensburg to Philadelphia in a Conestoga stage, over the rough roads of the day, and anointed his bruises at night with the tallow of the candles which lighted him to bed. June 17, he arrived in the city and next day entered the employment of his uncles, Israel & Jasper Cope, on Market street. At his majority, a new firm was formed with Caleb as a partner, and in time he succeeded his uncles in business. Silks were dealt in mainly, but, after the famous Cope line of packets had been established in 1821, by Thomas Pim Cope, the subject of this memoir traded with the East Indies, and Caleb Cope & Co. soon became the leading dry goods merchants of Philadelphia. An extensive trade was built up with the South and West.

In 1836, The Merchants' Hotel Co. was established by nine merchants, and Mr. Cope was its president for nearly half a century and the last of its founders to survive. In later years, the Continental Hotel received its name from him and he presided at the first meeting called to encourage the enterprise. He joined the Pennsylvania Fire Co. of the old volunteer fire department on Feb. 11, 1817, and of the more than two hundred members in 1820 he was last survivor. He was at one time president of the company and upon resigning received the gift of a silver memorial vase.

In 1836, Mr. Cope was elected a director of The Bank of the United States and lived to survive all his colleagues in the Board under both the old and the new charters. For a time, in 1838, he served as acting president and had been one of a committee of twenty-four eminent citizens of Philadelphia, who went to Washington in 1834 with a petition signed by over 10,000 residents of Philadelphia, to ask for an extension of the charter of the bank. Of this committee also, he was the last survivor. Preserved among his papers is an account of the inner operations of the Bank and the causes which led to its downfall. While a trusted adviser of Mr. Biddle, he differed from that gentleman in his views and resigned in 1839, refusing to rejoin when urged to do so under Mr. Dunlap, successor of Mr. Biddle.

In 1853, a new store was opened at No. 183, now 429, Market street in the presence of many distinguished guests; and the occasion was celebrated at Jones's Hotel, Mayor Gilpin presiding, speeches being made by A. T. Stewart of New York, Morton Mac Michael, William W. Swain and others. In the panic of 1857, Caleb Cope & Co. failed through the dishonesty of partners, and Mr. Cope paid \$750,000 before he had extinguished the debts of the house with interest. It is a remarkable fact that, in settling up the affairs of the house, half a million dollars owing by southern merchants was paid within a few weeks, when the impending war would have enabled them to escape the indebtedness. Mr. Cope aided all his old partners except one.

During the Civil War, Mr. Cope was invited by the government to go to Europe to purchase supplies and negotiate loans, but finding that he was unable to serve at that time, George Plummer Smith was authorized on his nomination to perform the duty. Mr. Cope was active during the War in providing for the comfort of volunteers *en route* to the front and the families of those who had enlisted. On the Commission for the Relief of the Families of Philadelphia Volunteers, he was instrumental in disbursing \$2,596,307 to 1,108,116 persons, between April 22, 1861, and Aug. 5, 1865. As treasurer of the great Central Fair of the Sanitary Commission, he drew a check to the order of General Strong for \$1,035,398, the proceeds of that undertaking.

In 1864, Mr. Cope became president of The Philadelphia Savings Fund Society, of which he had been a director since 1841, and gave to this institution the last twenty-four years of his life. He was one of the original trustees of The Lehigh Coal & Navigation Co., a representative of his State to the World's Fair in 1851, incorporator of The Cooper Shop Soldiers' Home, trustee of The Pennsylvania Hospital, director of The American Fire Insurance Co., member of the Board of Trade and several historical and horticultural societies both at home and in Europe, manager of The Pennsylvania Institution for the Instruction of the Blind and The Magdalen Society, and connected with many other organizations. Originally a Lutheran and later a Protestant Episcopalian, in politics he was a Federalist, a Whig and a Republican. He refused all public office but wielded his pen in the public prints in important controversies.

In 1835, after a visit to Europe, Mr. Cope married his cousin, Miss Abbey Ann, daughter of Jasper Cope. Mrs. Cope died in 1845 and her only child, a daughter, also passed away. In 1864, Mr. Cope married Miss Josephine Porter of Nashville, Tenn., and of this union two sons were born, Caleb F. and Porter F. Cope. At one time, he owned the magnificent estate of Springbrook on the Delaware, near Holmesburg, where he gathered together the finest collection of orchids, camellias, cactuses, ferns and mosses, and aquatic and other plants in the country. Aug. 21, 1851, there bloomed on his grounds for the first time in the United States the great lily, *Victoria Regia*, one of whose leaves measured seventy-eight inches in diameter and which attracted visitors from all parts of the world. He built the first orchid house in America and took delight in sending flowers to weddings and fruits to the sick. This property was sold at a sacrifice in consequence of the failure of his firm above recorded. It is now occupied by the Forrest Home for Actors.

HENRY WINSLOW CORBETT, merchant and banker, Portland, Or., son of Elijah Corbett, a mechanic and pioneer manufacturer of edge tools, was born in Westborough, Mass., Feb. 18, 1827. His family traces its ancestry back through English history to Sir Robert Corbett, one of the knights of William the Conqueror and proprietor of the castle of Carrs. Mr. Corbett was educated in the public schools and academy, and began his career as a boy in a country store in Cambridge, N. Y., and later as a clerk in the dry goods store of Williams, Bradford & Co. in New York city.

In the Fall of 1850, aided by the firm who advanced the capital, Mr. Corbett shipped a stock of goods around Cape Horn, and left New York, Jan. 20, 1851, by steamer and the Isthmus and arrived in Portland in March, 1851. Opening a store, he sold the goods for \$20,000 profit. Other shipments were made to Portland, and in 1860, Mr. Corbett changed to wholesale hardware, and in 1891, consolidated with Henry Failing as Corbett, Failing & Co. While successful as a merchant, Mr. Corbett has not confined his enterprise to that field, but has also engaged in steam transportation, and was at one time mail contractor between Oregon and California overland, stocking the road in 1866 with Concord coaches for 740 miles. His contract with the Government amounted to \$179,000 per year. As he gained the means, Mr. Corbett then became a large buyer of choice real estate in Portland, and has recently built a number of business blocks. He is now one of the largest owners of improved property in the city, and pays taxes on about \$850,000 worth of realty. In 1869, Henry Failing and he bought control of The First National Bank of Portland, and Mr. Corbett is now vice president, owning 1,800 shares of the stock, which were once so profitable as to be rated at \$750 a share. He is also president of The Security Savings & Trust Co. and The Portland Hotel Co., of which latter he is in fact one of the principal owners, director of The Oregon Railway & Navigation Co. and The Oregon Fire & Marine Co., and has been president of the Board of Trade, The Boys' & Girls' Aid Society, The Children's Home, and The Pioneers' Society, chairman of the Committee of 100, a Water Commissioner, and an incumbent of other offices of trust. After Jay Cooke's failure, Mr. Corbett helped to reorganize The Northern Pacific Railroad.

One of the few men with large business interests, who are willing to serve their fellow citizens in laborious stations, he was chairman of the Republican State Committee in 1859, delegate to the national convention in 1860 and 1868, and during 1867-73, United States Senator. In Washington, he made a good reputation by oppos-

ing every measure, which savored of repudiation, and by sustaining the movement for specie resumption. In February, 1853, he married Miss Caroline E. Jagger. Of their two children, Henry J. Corbett is living and a young man of great promise; he married Miss Helen Ladd, of Portland. Hamilton F. Corbett, a second son, a highly esteemed man, died at the age of twenty-four. Mrs. Corbett died in 1865. Two years later, Mr. Corbett married Miss Emma Louise Ruggles, of Worcester, Mass., who accompanied her husband to Washington while he was Senator and is remembered there for her many graces of character. At the family home in Portland, Mr. Corbett has entertained the two great Union generals, Grant and Sherman, and other men of note. His home denotes refinement.

PHILIP CORBIN, manufacturer, New Britain, Conn., was born in the town of Wilmington, Conn., Oct. 26, 1824, son of Philip Corbin, a poor farmer, and during his early life gained his robust strength by the work upon the farm. He attended the public schools and West Hartford academy, and, in 1844, became an apprentice of North & Stanley, hardware manufacturers in New Britain. When of age, he secured a contract for some of the work of the shop, was successful, and, in 1849, with his brother, Frank, started a shop of his own, which has grown into the remarkably prosperous hardware manufactory of P. & F. Corbin. The firm are now incorporated, with Philip Corbin as president. They make gas fixtures, door knobs, and general bronze hardware. Mr. Corbin has held several offices, including those of member of the Legislature in 1844, State Senator in 1889, and Republican Elector for Connecticut in 1892.

WILLIAM WILSON CORCORAN, banker, Washington, D. C., was born within the limits of the District of Columbia, namely, at Georgetown, Dec. 27, 1798, and died Feb. 24, 1888. Thomas Corcoran, his father, an emigrant of 1783, settled first in Baltimore but subsequently became a director of The Bank of Columbia, trustee of Columbia college and Mayor of the city, in Georgetown, as well as a rich and prosperous man. William W. Corcoran began life, therefore, under excellent auspices, as a dry goods clerk, and went on as an auction and commission merchant on his own account, with Thomas, a brother, as partner. In 1823, the firm failed in business, all of their creditors being paid, however, in full, with interest, in later years. During 1828-36, Mr. Corcoran had charge of the real estate interests of The Bank of Columbia. After 1835, he was a resident of Washington.

He having engaged in banking in 1837, the State Department selected Mr. Corcoran as its financial agent in 1841, and in 1842, George W. Riggs and he founded the afterward famous banking house of Corcoran & Riggs, which rose into prominence through sales of government bonds at the time of the Mexican War and later. As Mr. Corcoran's means began to increase, he devoted himself to real estate interests in Washington and New York city, and at his death \$1,800,000 of his fortune was represented by this class of property. He was a man of handsome presence.

Mr. Corcoran earned the title of philanthropist by numberless gifts, which amounted during his life time to about \$4,000,000, and which included, among other things, Oak Hill cemetery in Georgetown, a site for the Washington Orphan Asylum, the endowment of Columbia college in Georgetown, gifts to William & Mary college, Virginia Military Institute and the university of Washington & Lee, and the establishment of the Louisa Home for gentlewomen and the Corcoran Art Gallery. In 1835, Mr. Corcoran married Louisa, daughter of Commodore Morris of the navy. Mrs. Corcoran

died in 1840. Her one son died in youth and the only daughter married George Eustis, member of Congress and son of Chief Justice Eustis of Louisiana. Mrs. Eustis died about 1868, survived by three children, George P., Louise M. and William C. Eustis.

GEORGE HENRY CORLISS, inventor, born in Easton, N. Y., the son of Dr. Hiram Corliss, June 2, 1817, died in Providence, R. I., Feb. 21, 1888. In 1825, the family moved to Greenwich and there George attended school. He had several years as clerk in a cotton factory, three years in the academy in Castleton, Vt., and in 1838, he started a general country store in Greenwich. That he had ingenuity was shown by the way in which he rebuilt a bridge and invented a machine for stitching leather. In 1844, he settled in Providence, and in 1846 began to labor upon a better valve for steam engines and he perfected a plan, for which a patent was awarded him March 10, 1849, in which the governor of an engine directly controlled the valve. He made various improvements after that, but had hit upon a happy thought, in his first invention, and the rest was easy, the Corliss valve having secured economy in the operation of a steam engine. To gain the benefits of his invention, he began to manufacture steam engines fitted with his valves, at first in the firm of Corliss & Nightingale and later in The Corliss Steam Engine Co., Mr. Corliss being president. The valve was a triumph and in the management of his industry Mr. Corliss made a very great name and a fortune. His brother William held a place in the company for a number of years but eventually Mr. Corliss became sole owner. Some of his special engines were marvels. The single engine of 1,400 horse power to move the machinery of the Centennial Exposition was a great success, in spite of predictions that it would prove noisy and troublesome. It cost \$100,000 more than the appropriation and was called by Bartholdi in his report to the French government a work of art. The famous Pawtucket pumping engine was of his make. Of ordinary engines, he built hundreds. When his patents had expired, nearly all the prominent engine builders of the world adopted his ideas. Among the honors which he won were awards at Paris in 1867 and Vienna in 1873, the Rumford medal in America in 1870, the Moynton prize in France in 1873, one of the highest honors for mechanical achievement, and in February, 1886, the decoration of an officer of the Order of Leopold from the king of Belgium. Among his other inventions were a bevel gear cutting machine, a condenser for marine engines, a stationary boiler, and a pumping engine for water works. At the time of his death, he was perfecting plans for a greatly improved Corliss engine. Mr. Corliss was highly esteemed in Rhode Island, and he sat in the State Senate, 1868-70, and was a Presidential Elector in 1876. He declined a unanimous nomination for Governor, but was one of the commissioners who built the City Hall in Providence.

EZRA CORNELL, pioneer builder of telegraph lines and founder of Cornell university, was born at Westchester Landing, N. Y., Jan. 11, 1807. His father, Elijah Cornell, a member of the Society of Friends, was a native of Massachusetts, a teacher, farmer and pottery maker. The young man was educated at the public schools, first at home, later in Syracuse and Homer, N. Y.; and, after 1828 in Ithaca, he found employment as a carpenter, and then entered a machine shop on weekly wages. In 1830, he entered Jeremiah S. Beebe's mills and rose in ten years' time to the position of general manager. During this period, he cut a tunnel several hundred feet in length through the solid rock to bring the water of Fall creek down to the mills. He was married March 19, 1831, to Mary Ann, daughter of Benjamin Wood of Dryden in the

same county. In 1841, the mills were sold, and Mr. Cornell became travelling salesman for a patent plow.

In 1843, while at Portland, Me., Mr. Cornell met Francis O. J. Smith, who had become interested in the inventions of Professor Morse. Congress had appropriated \$30,000 to build a telegraph line from Washington to Baltimore, and Mr. Cornell invented a machine to be drawn by eight mules for laying the wires underground and was employed as superintendent to carry out his idea. Owing to bad insulation, the wire would not work, and Mr. Cornell suggested and contracted for the stringing of the wires on poles. Next year, a line was built by him under contract from New York to Philadelphia, and in 1846, one from New York to Albany. In 1847, he organized a company and built a telegraph line from Troy to Montreal, and in 1848, formed The New York & Erie and The Erie & Michigan Telegraph Co's, to construct lines from New York to Lake Erie and thence to Milwaukee. In these latter enterprises, Mr. Cornell overtaxed his resources, but managed to retain his interest in the lines through adversity and bitter competition, and when The Western Union Telegraph Co. was formed, he became the largest stockholder, a director and a very rich man. He had been during his career at one time so poor that, on one occasion, the lucky discovery of a silver shilling on the ground saved him from going without a meal.

Mr. Cornell being now in possession of large wealth became an owner in banks, railroads and manufacturing companies. He gave a \$75,000 building to Ithaca for a free library and made a further gift for books. For the founding of Cornell university, he gave nearly a million dollars and so located the agricultural college land grant, which New York State had transferred to the university, that it produced three or four times its original value. He died Dec. 9, 1874, leaving an estate of \$1,650,000 to Mrs. Mary M. Cornell, his wife, and his children, Alonzo B., Franklin C., O. H. P., and Mary E. Cornell and Emma C., wife of Col. Charles H. Blair of New York.

THOMAS WHITE CORNELL, banker, Akron, O., a son of George and Maria White Cornell, belonged to a family, which for several generations occupied the same farm in Beekman, Dutchess county, N. Y., where Thomas W. Cornell was born, Jan. 8, 1820. Until twenty-two years of age, Mr. Cornell did such work as falls to the lot of a farmer, having meanwhile gone to country school, finishing his education at Jacob Willet's school in Washington, Dutchess county. With a very small amount of money, saved from moderate earnings, he then engaged in distilling, brewing and malting in company with C. S. Burtis, at Auburn, N. Y., and so continued for thirteen years. In 1855, with larger means, he migrated to Cuyahoga Falls, O., purchased a distillery there and operated the same with profit until 1863. Having a larger income then than he chose to keep employed in distilling, Mr. Cornell bought an interest in a number of other enterprises, and upon his removal to Akron, O., in 1863, became president of The First National Bank of that city. During the next thirty years, every large manufacturing and business enterprise in Akron knew him as a promoter and stockholder, and he was president of The Akron Gas Co. He also held stock in gas companies in Brooklyn, N. Y., and was president of a company operating nickel and copper mines at Sudbury, Ontario. Mr. Cornell was gifted to a remarkable degree with thoroughness, energy, and boldness in business affairs. His skill in management won the respect of all his contemporaries. Jan. 11, 1854, Mr. Cornell married in Brookfield, Conn., S. Elizabeth Fairchild, who died two years afterward. Although without chil-

dren, Mr. Cornell never again married. A man of great kindness of heart, unostentatious and retiring, his life was a source of much happiness to others. Few except the numerous beneficiaries of his bounty knew of his marked generosity. He died June 10, 1892, at his home in Akron, leaving \$2,450,000 to a brother, Egbert Cornell, of Newburgh, N. Y., and several nephews.

ERASTUS CORNING, banker and manufacturer, Albany, N. Y., was born in that city, June 16, 1827. Samuel Corning, the pioneer of his family, came from England to Beverly, Mass., in 1641, and Bliss Corning of this line was a soldier of the American Revolution. Erastus Corning (Norwich, Conn., Dec. 14, 1794—April 9, 1872, Albany), son of the latter and father of the subject of this sketch, founded the works in Troy, which, in 1875, were consolidated with those of John A. Griswold as the Albany & Rensselaer Iron & Steel Co. and became a man of large wealth in manufacturing, banking and railroads. He was Mayor of Albany, State Senator, Member of Congress and Regent of the University. Erastus Corning, jr., graduated from Union college and then became his father's partner in the hardware business; and the rolling mills at Troy, having been purchased and reorganized as The Albany Iron Works, he was in due time admitted to partnership in that enterprise also. He succeeded to his father's manufacturing interests, retaining the old firm name of Erastus Corning & Co., March 1, 1875. Mr. Corning afterward consolidated his mills in Troy with those of John A. Griswold & Co., under the name of The Albany & Rensselaer Iron & Steel Co., becoming president of the new organization, which now operates a great iron and Bessemer steel plant. Mr. Corning is a Democrat in politics, but has always avoided public office, except on one occasion, when he served in the Common Council of Albany. He is the owner of many thousands of acres of pine lands and possesses a farm south of Albany, equipped with thorough bred cattle and horses and extensive conservatories. He is president of The Albany City National Bank, was formerly president of The Albany City Savings Institution, and is a member of the Union club of New York city and the Fort Orange club of Albany, and the Sons of the American Revolution. He has been twice married, in 1850, to Miss Gertrude Tibbitts, and in 1873, to Miss Mary Parker.

WARREN HOLMES CORNING, retired merchant, Cleveland, O., born in Painesville, Lake county, O., Feb. 18, 1841, has put his talents to such effective use as to be able to retire from active business in middle life. His grandfather, Warren Corning, born at Beverly, Mass., Nov. 21, 1771, was a member of an old colonial family, and a descendant from Samuel Corning, first of his line in the new world. The pioneer arrived in 1627 from Holland, was admitted as a freeman in Boston, June 2, 1641, and became one of the founders of the first church in Beverly, Mass.

Warren Corning married Elizabeth Pettingill, Nov. 12, 1795, and in 1810 went with his wife from Acworth, N. H., where they were then living, to the thinly settled township of Mentor in northern Ohio, accomplishing the long and difficult journey with a six-horse team and a covered wagon, such as was afterward used in crossing the prairies. Mr. Corning was accompanied by a number of others, who, like himself, were going into the then far West to seek homes and fortune, and, having been made commander of this expedition and directing their movements, he was called by his companions "Colonel," by which honorary title he was afterward known. The Corning family endured many hardships during the first few months in this new land, but



H. H. Conring.

conditions soon improved, and Mr. Corning, by his industry and high standing in the community, became exceptionally prosperous. It was his daughter Harriet, who afterward sold part of Mr. Corning's farm to our late President, James A. Garfield. Mr. Corning had nine children, of which Solon Corning, born in Acworth, N. H., Feb. 2, 1810, was one.

Solon Corning married Almira E. Holmes, of Willoughby, O., and became the father of seven children. He inherited a comfortable competence from his father, and by his natural and inherited thrift added to the fortune which had been left him. He was the father of the present Warren Holmes Corning.

When Warren was only five years old, his father took the family to Cleveland, but remained only two years, then going to Newark, O., by way of the canal, there being no railroads in that part of the world at that time. In 1853, the family returned to Cleveland, where Solon Corning went into business with A. H. and D. N. Barney, under the name of Barney, Corning & Co., which firm was one of the first to operate a large fleet of vessels on the Great Lakes. Warren attended school in Cleveland and graduated at the High School. As a boy, it is remembered that he was always honorable, truthful, generous and staunch in devotion to his friends. With these traits he grew to manhood. Leaving school, he became a clerk, at the age of sixteen, for Gordon, McMillan & Co., wholesale grocers and leading merchants of northern Ohio, and there obtained a thorough business training, which was of great assistance in mastering the business problems of later life. Warren served faithfully, displayed great interest in his work, and gained an excellent knowledge of business affairs. After three years in this service, he engaged in manufacturing and distilling with his father in Cleveland, and carried on business there with success, until competition made it desirable to establish the plant nearer to the grain fields. Thereupon Mr. Corning removed his business to Peoria, Ill., but retained his home in Cleveland, which compelled him to make frequent business trips West. About the year of 1887, Mr. Corning sold The Monarch Distilling Co. at Peoria, Ill., upon satisfactory terms to The Distilling & Cattle Feeding Co., and retired with well earned laurels from the company.

Released from the exacting routine of daily attention to a large establishment, Mr. Corning then gave his attention to other things. He made large investments in various institutions, including The Standard Sewing Machine Co., The Wick Banking & Trust Co., The First National Bank, and The Guardian Trust Co. of Cleveland, in all of which he is a director and has taken an active interest in their management. In these later days, he passes his time largely at a beautiful home on Euclid avenue in Cleveland or in travel and recreation.

Dec. 7, 1864, Mr. Corning married Miss Mary Helen, daughter of Henry Wick of Cleveland, and to this congenial and united couple have been born six children, Leslie S., Henry W., Mary A., Adele, Helen, and Oliver Payne Corning. Mr. Corning is frequently called to New York city by financial matters or pleasure, and is a member of the Metropolitan and New clubs and The Ohio Society there, as well as of the Union, Roadside, and Country clubs of Cleveland. He is a man of genial temperament, the embodiment of every manly quality, of noble character, and the centre of a large circle of faithful friends. Strict integrity and wise insight in business affairs give weight to his advice and his services are in great demand among those associated with the financial world.

HENRY COWELL, merchant, San Francisco, Cal., born in Wrentham, Mass., June 30, 1819, is a descendant of a family which came to America in 1635, settling in Boston and Wrentham. His grandfather, after the news of the battle of Lexington, assembled a company of minute men and marched for the relief of Boston, and was afterward wounded at Bunker Hill, but recovered and served through the War. On his mother's side, Mr. Cowell descends from an English nobleman, who, becoming a supporter of Cromwell, was, upon the restoration of King Charles, forced to fly to America, and occupied land in Massachusetts which Mr. Cowell now owns.

Trials and disappointments beset Mr. Cowell's early life. After leaving home, he found employment at eight dollars a month and board, working from 6. A. M. to 8.30 P. M. When he had saved \$136, he loaned \$125 of it to a man who suddenly failed. Mr. Cowell subsequently recovered fifty-two cents on the dollar. As superintendent of a railroad on Lookout Mountain in the South, he lost \$498 by the failure of the company, part of it borrowed money, and was left completely stranded, having less than twenty-five cents of money in the world. The company being reorganized, he regained his employment, but was glad, in 1851, to remove to California.

On the Western coast, although he had performed no physical labor for years, he accepted the first work offered and wheeled coal in a wheelbarrow one day. At night, his hands were blistered and bleeding. He received ten dollars for this first day's work in California. In August, Mr. Cowell walked seventy-five miles in two days through an Indian country, carrying a pack weighing fifty-one pounds, a heavy revolver and other trappings, with the thermometer 120° in the shade and without water for sixteen miles of the route. Reaching the mines, he prospected with pick and shovel, met with some success, and cleared \$3,400, which he loaned to a friend and lost. These trials finally made our hero a cautious man, and his substantial progress dates from this latter period.

Returning to San Francisco, he engaged in practical business and soon entered the firm of Davis & Cowell, now Henry Cowell & Co., to deal in lime and cement. In this business, he prospered. The firm have imported Portland and other cement for many years, but also now manufacture lime on a scale so extensive that Mr. Cowell has earned the soubriquet of the "Lime King." Thousands of acres of lands have been bought in the counties of San Juan, San Mateo, El Dorado and Santa Cruz, and lime kilns built in large number. Mr. Cowell is shrewd, untiring and a money maker, and now enjoys the possession of an ample fortune. He is called "Captain" on the water front, having owned vessels and steamers.

ECKLEY BRINTON COXE, mining engineer and mine owner, born in Philadelphia, June 4, 1839, died in Drifton, May 13, 1895. A graduate from the University of Pennsylvania in 1858, Mr. Coxe spent a few months in the anthracite coal mines, and then went abroad for two years' study at the *École des Mines* in Paris, and a year in the Freiberg mining school, after which nearly two years were devoted to studying the mines in England and continental Europe. Sailing for home, he then embarked in coal mining, with his brothers, and developed anthracite properties at Drifton, Pa., which under his management became among the most successful and best conducted in the State. His firm of Coxe Bro's & Co. are well known in the trade as among the largest coal operators in the United States. As an expert in the mining of anthracite coal and the survey of mines, Mr. Coxe frequently lectured before scientific bodies, and was a highly respected member of The American Institute of Mining Engineers, and its

president, 1878-81. Of The Institute of Mechanical Engineers, he was vice president, 1880-81, and he also belonged to The American Society of Civil Engineers. A number of papers on technical subjects from his pen have proved of value and interest, especially his translation of Weisbach's "Mechanics of Engineering and Construction of Machines." Mr. Coxe was a State Senator in Pennsylvania, 1881-84, and created a lively agitation upon the organization of the Senate in January, 1881, by refusing to take the oath of office, from conscientious scruples. He declared that he had spent money freely in the campaign and the oath conflicted with that practice. The seat was declared forfeited, a special election was held, and Mr. Coxe was sent back to the Senate. Being thus vindicated, he took his seat. With other members of his family, he owned coal lands at Hazleton, Pa., and in various other parts in Luzerne, Schuylkill and Carbon counties. A wife survived him, but no children.

FRANK COXE, banker and capitalist, born in Rutherfordton, N. C., Nov. 2, 1840, is a son of Francis Sidney Coxe, of Philadelphia, a member of the family famous in the Key Stone State for its ownership of coal mines. The first ancestor of this family in America was Col. Daniel Coxe of London, who came to this country in 1700, as Governor and one of the owners of the province of West Jersey. Educated at the University of Pennsylvania, the subject of this sketch began life as a civil engineer and miner of anthracite coal, but having become greatly interested in the South, where he was born, he served in the Confederate Army during the Civil War. Since the War, he has become active in business affairs and is now president of The Commercial National Bank of Charlotte, N. C., and The Charleston, Cincinnati & Chicago Railway, vice president of The Western North Carolina Railway, and sole owner of the Battery Park Hotel in Asheville, N. C., and The Battery Park Bank. He married Mary Matilda Mills, April 29, 1861, at Green River, N. C., and the names of his children are, Otis Mills, Francis Sidney, Daisy, Maude, and Tench Charles Coxe. A social man, he belongs to the Philadelphia, Rittenhouse, Country and other clubs of Philadelphia and the Manhattan club of New York. The family passes the Summer months in the North Carolina mountains and the Winter time mainly in Philadelphia.

WILLIAM CRAMP, founder of Cramp's ship yard in Philadelphia, was of the true American pioneer type of men, who leave behind them permanent monuments of creative genius. Born in Kensington, Philadelphia, in September, 1807, he laid the foundation of the ship building industry, which bears his name, at the early age of twenty-three, on a considerable scale for those times, and steadily pushed his way to the front, shrinking from no obstacle and dismayed by no misfortune. Essentially a man of steady habits, free from vices, scrupulously exact in business engagements, and methodical in the conduct of his work, he was a thorough and effective disciplinarian in the management of his working forces, yet mild in manner and genial of intercourse. The extraordinary pride he manifested in his work sprang more from ambition to excel in professional reputation than from a more sordid motive.

At the time of his death in Atlantic City, N. J., July 6, 1879, he had completed more than half a century of constant professional work on his own account. His vigor of body was equal to the energy of his mind, and it is literally true that his last illness was his first.

When William Cramp laid his first keel in 1830, there were not less than twelve other ship yards on the Delaware and Schuylkill river fronts of Philadelphia. Cramp's



Wm. Cramp

alone survives to this day, growing apace with the times until it has become a colossal monument to the perseverance, industry and probity of the modest man whose name it bears and to the abilities of his sons. The ship yards which have vanished built wooden vessels only. When the day came for the great change from wood to iron, the establishment founded by William Cramp proved to be the only one prepared to meet the new conditions.

The period of William Cramp's activity as a builder of wooden sailing vessels was also the era of greatest importance of the United States as a commercial power in the ocean carrying trade, namely, from 1830 to 1861. At the outbreak of the Civil War, armored ship construction was yet in its infancy, but William Cramp & Sons unhesitatingly entered this untried and unknown field with marked success. As soon as the American people had fairly settled down to the pursuits of peace after the great Civil War, and the position of the iron ship had been assured as a controlling factor in maritime supremacy, William Cramp directed toward the re-building of our merchant marine on that basis the same skill, energy and cheerful faith, which had marked his career under the old régime, although his first efforts to domesticate iron ship building were put forth under conditions, which would have appalled most other men.

It is not easy to overestimate the impress, which the builder of 207 ships for commerce or for war makes upon the destinies of his country. No single mind can trace the ramifications of the influence of his creations. The keels of the Cramp ships have ploughed every sea for the commercial aggrandizement of the republic, and the thunder of their cannon has been heard in battle for its life. The skill of the builder, sometimes forgotten after the ship has been set afloat, is perhaps the most potent influence in its triumphs.

This is a too brief an epitome of the public character and services of William Cramp. In private life, he was the embodiment of domestic and neighborly virtues. He never wrought an injury and never missed a chance to help. He lived beloved and died mourned by every one who had ever known him. It is a matter of practical moment that of eleven children, inheritors alike of his genius and fortune, several sons grew up under his careful training thoroughly prepared to develop and carry on his work.

CHARLES HENRY CRAMP, president of The William Cramp & Sons Ship & Engine Building Co. of Philadelphia, is now the most conspicuous ship builder of the United States as well as among the most eminent in the world.

Born in Philadelphia, May 9, 1828, son of the late William Cramp, he graduated, in 1845, from the Central High School in that city, in which he had been an eager and ambitious student. It is recorded of Mr. Cramp's school days that he was one of the four lads selected by Prof. Alexander Dallas Bache, founder of the United States Coast Survey, to make nightly observations from the observatory of Girard college, their reports forming in part the basis upon which the United States Weather Service has since been established. In the yard of an uncle, John Birckly, Charles H. Cramp learned the ship builder's art and three years later took his place in the yard of William Cramp. In 1859, he became a partner in William Cramp & Sons, and, by the keenness of his mind, his fertility of suggestion, and thorough qualifications for affairs, proved a valuable coadjutor in the business from the start. During the Civil War, the Cramp ship yard was able to build many large frigates and monitors for the Federal Government. The greatest ship built by William Cramp was the *New Ironsides*, a



CHARLES H. CRAMP.

powerful war vessel, in fact, the pioneer seagoing battleship, constructed to meet an emergency during the War. In seven months' time, the oak timber had been felled in the woods, hewn and sawn to its shape, and fitted to its place in the vessel, and the ship plated with iron armor, launched and delivered to the Government. In four months more, she was in action at Charleston harbor.

The growing business of the firm was incorporated, in 1872, as The William Cramp & Sons Ship & Engine Building Co., the stockholders being William and his five sons, Charles H., William M., Samuel H., Jacob C., and Theodore, and, in 1879, after the death of the founder, Charles H. Cramp became president of the company, a position he yet retains.

While Mr. Cramp inherited from his father a share in an established business, it is due to him to say that he entered the works at a time when the American mercantile marine was in a state of decline and an old order of things was giving place to a new. In the natural order of events, the causes which were leading to the loss of America's prestige at sea would have destroyed every constructing ship yard in Philadelphia, as they have actually destroyed every one of the famous yards of former times in New York city. But Mr. Cramp brought to the management of the concern the ability to cope with the new problems presented and a progressive and enterprising spirit. During the war period, largely by his advice, iron ship building was determined upon. In the infancy of iron ship building, the constructive work was done by boiler makers and machinists, the regular ship builders providing the plans and performing the technical work. In this manner, the Cramp establishment had engaged in iron ship building as early as 1845. The first iron ship built by themselves in their own yard and under their own contract was the *Yazoo*, a monitor for the United States Navy, in 1863. The first iron merchant steamship built by Cramp was the *Clyde*, in 1867. From that time forward, the history of Cramp's ship yard has been one of increasing effort, tireless study and constant progress. For many years, the construction of steamers to ply in the trades of the Atlantic and Pacific coasts, with an occasional war ship for the Navy, occupied the energies of the company. Their first vessels for transatlantic service were the four swift steamships of the American line, built in 1872-74, the *Indiana*, *Illinois*, *Ohio* and *Pennsylvania*, of 3,126 tons burden each, which have always ranked as among the finest examples of the constructive art in the world. How many Americans know that these four steamers, the product of an American ship yard, made of American materials by their own countrymen, have always been able to secure actually the lowest rates of insurance accorded by the marine insurance companies to any ships upon the sea—the finest testimonial to their staunchness and excellence of construction which could possibly be afforded? The swift cruisers *Europe*, *Asia*, *Africa*, and *Zabiaca*, were built at the Cramp ship yard for the Russian government, and a long list of large and powerful commercial steamers for service upon the Atlantic and Pacific oceans have since been launched, and several splendid steam yachts for American owners. Among the innovations introduced by this thoroughly progressive firm was that of compound engines, in 1870, and triple expansion engines, in 1884; and it is considered that the development of modern marine engineering dates from these two improvements. The new American Navy has been strengthened by a number of splendid cruisers and battle ships built at these yards, among them the *Baltimore*, *Philadelphia*, *Newark*, *New*

York, Columbia, Minneapolis, Indiana, Brooklyn and Massachusetts. The engines of the Cramps are unequalled in construction anywhere in the world, and for high speed and long coal endurance these ships are now rulers of the sea.

The Cramps have now gradually created, at the old site upon the Delaware river, the largest and finest ship and engine building plant in America and second to none in the world. Seven ships of the largest size can be constructed simultaneously within the enclosure which surrounds the works, and it has often happened that as many as that have been building at one time. Adjoining the yards on the north are the works of the I. P. Morris Co., makers of force and lift pumps, steam engines and heavy castings, which have been purchased by the Cramp company. A large dry dock has also been added to the equipment, and a valuable tract of land fronting on the Delaware river, five miles below the present yards, has been acquired for the future use of the company. The works employ about six thousand men at high wages and disburse millions of money annually for labor and supplies. No better view of the achievements of Mr. Cramp and his associates can be afforded, than by an exhibit of the tonnage and indicated horse power under construction at this yard at one time. The maximum value of work on hand occurred in the years 1893 and 1894, the aggregate being 147,000 tons of displacement and 236,600 indicated horse power.

While every one of the leading ship builders of the United States has been inspired with the worthy ambition to found a line of modern steamers, which should carry the American flag to Europe and renew the contest for the carrying trade of the Atlantic, it is to Charles H. Cramp that has fallen the honor of playing an actual part in the enterprise. Mr. Cramp aided materially to secure from Congress the act enabling The International Navigation Co. to register the *Paris* and *New York* under the American flag, and it is in his yard that the *St. Paul* and *St. Louis* have since been built, two of the finest vessels in the transatlantic trades.

Mr. Cramp is a man in whom the spirit predominates over the physique. He is of medium stature and large head, intellectual, keen, original, and driving, conspicuous for the soundness of his judgment, the excellence of his plans and the vigor with which he carries them into execution, and famous for the unvarying success of the vessels launched from the ship yard which he manages.

JOHN WILLEY CRAMTON, merchant, who lives in Rutland, Vt., was born in Tinmouth, in that State, Nov. 10, 1826. He comes from that early colonial stock of English descent, which helped to conquer the red man and the wilderness in Connecticut, and finally joined the migration to Vermont. No romantic episodes attended his debut in the world of affairs. Inured to labor from boyhood, he earned his first money after coming of age, as a wood chopper and brick maker. In January, 1853, he rented a house in Rutland, Vt., and engaged in the manufacture of tinware, which, being sold in country towns all around, was there exchanged for wool, hides, old metal, paper rags, and any other commodities, which would sell to advantage in town, and in this honest and laborious vocation he made excellent headway. A saving disposition soon enabled him to invest in other kinds of business, and he has always shown himself ready to help other men who have been ready to help themselves. His firm of John W. Cramton & Co., carry on a large trade in stoves and hardware, and the Bardwell House in Rutland has belonged to him for the last thirty years. He is now president of The Baxter National Bank, The Steam Stone Cutter Co., The True Blue Marble Co. and

The Rutland Street Railroad, vice president of The Howe Scale Co., and an owner in a grocery store and a horse livery. Vermont elects men to public office with more discrimination and closer scrutiny of private character than some other States, and it is a sufficient commentary on Mr. Cramton's merit, that he was a State Senator in 1886; State Prison Director, 1882-92; and president of Rutland village for several terms. His wife is Florence B. Gates, whom he married in Rutland.

RICHARD T. CRANE, manufacturer, Chicago, Ill., born in Paterson, N. J., in 1832, spent his early life chiefly in labor, having little time for study. Occupied with the machinist's trade in Paterson, Brooklyn, N. Y., and New York city, until 1855, he then removed to Chicago, where Martin Ryerson helped him to start in business by giving him a small piece of land on which to build a brass foundry. The original shop proved so profitable that Mr. Crane sent for his brother, Charles S., and opened a larger establishment under the name of R. T. Crane & Bro. The making of steam heaters was begun in 1858, an iron foundry was added in 1860, and in 1865 a large four story factory was built and machinery and engines added to the production. Mr. Crane finally incorporated the business with \$1,000,000 capital as The Northwestern Manufacturing Co., re-organized it as The Crane Bro's Manufacturing Co. and later changed it to The Crane Co. This large concern, which is the proprietor of works both in Chicago and Omaha, is now an extensive producer of pipe and fittings, and has branch offices in New York, Grand Rapids, Boston, Pittsburgh, Cincinnati, and other cities. About 1874, the manufacture of elevators for factories, office buildings, hotel and apartment houses, was undertaken, and The Crane Elevator Co., capital \$1,000,000, now manages this branch of this business, which is an important enterprise and has brought Mr. Crane a reputation. Not only are his freight, side walk, hand, steam power and hydraulic elevators for the transportation of heavy goods safe and manageable, but the passenger elevators for business buildings and apartment houses are noted for their artistic beauty and mechanical ingenuity. In the operating apparatus, a lever takes the place of the old hemp or wire rope, by which an elevator was formerly operated. Mr. Crane is at the head of both factories.

ZENAS CRANE, paper manufacturer, Dalton, Mass., bears the name of a grandfather, who, in 1801, built a little paper factory in Dalton, which he handed down to Zenas M. Crane, a son, and which is now owned in large part by the subject of this sketch, son of Zenas M. Crane. Born in Dalton, Dec. 6, 1814, the Zenas of the third generation went into the factory, when old enough, and learned to make paper. Promoted, then, to the office and finally inheriting an interest, he has since shown good qualities as a wide awake, progressive proprietor. A partner in Z. & W. M. Crane, Crane & Co. and The Berkshire Mills Co., he has sold large quantities of special bond and bank note paper to the Federal Government and of other grades to the public at large. Mr. Crane also has an interest in The Dalton Shoe Co.

HENRY HOWLAND CRAPO, lumberman, Flint, Mich., who died July 23, 1869, was born in Dartmouth, Mass., May 24, 1804, a member of the fifth generation in descent from a young Frenchman, who came ashore on Cape Cod suddenly and against his will, being in fact wrecked in a ship hailing from Bordeaux. The Cape Cod folks called the newly arrived Frenchman "Crapo," and the name adhered. The sailor's descendants lived in Rochester, Freetown, and Dartmouth, Mass. The subject of this sketch grew up on a farm, and promoted himself to be a school teacher, auctioneer and

surveyor. The family were poor and the lad's education was absolutely self-acquired. He was married June 9, 1825, to Mary Ann Slocum in Dartmouth. This union brought them nine children, Mary, William W., Rebecca, Lucy, Rhoda Henrietta, Sarah, Lydia, Emma and Wilhelmina. Mr. Crapo having removed to New Bedford went to work there as a poor man must and a strong man can. Aided by native common sense, a strong mind, and a sound physical constitution, he labored unceasingly, became City Clerk of New Bedford, and finally engaged in whaling ventures with much success. In 1856, he moved to Michigan, his son, William W. Crapo, remaining a resident of New Bedford. In Flint, Mr. Crapo embarked in the manufacture of lumber and prospered therein. Elected Mayor of Flint and, in 1863-64, State Senator, he was twice thereafter (1865-69) Governor of the State of Michigan. No one at home did more than he to foster Union sentiment during the Civil War and promote the union cause. The city of Flint owes much in many ways to his remarkable energy and foresight. The Flint & Holly Railroad, now known as The Flint & Pere Marquette, was built by him.

HORACE H. CRARY, tanner, Binghamton, N. Y., a son of Calvert Crary, farmer, and of Eliza Hill, his wife, was born in Liberty, Sullivan county, N. Y., Aug. 29, 1824. The family are remotely of Scottish origin, Peter Crary of this line having arrived from Scotland in 1685 and taken up a farm on the Mystic river in Groton, Conn. Mr. Crary was brought up in the backwoods, showed a talent for mathematics at country school, and was active every Winter in catching foxes, rabbits and other game, and spent much time in farming and in selling produce, game and poultry at Washington market in New York city, and selling goods at auction at general trainings. During 1846-50, he engaged in the butcher business in Liberty and in buying and selling horses.

In 1850, Mr. Crary invested \$2,000, which he had laboriously acquired, in Allison, Gregory & Co., tanners on Sands Creek, near Hancock, N. Y., drawing only one dollar a day from the firm for living expenses, the first year. Mr. Crary was largely the life of the firm and played an active part in its operations. In 1856, they reorganized as Allison, Crary & Co. and took a half interest in a new tannery at Lake Como, Pa. The panic of 1857 and the burning of the new tannery, May 10, 1862, were severe blows to the firm, but they were able to go on, and during the latter part of the War made a great deal of money. Walter Horton withdrew in 1864, to start a new tannery at Sheffield, Pa., the old firm then taking the name of Allison & Crary, and in 1866, Mr. Crary bought a third interest in some lands in Warren county, Pa., taken up by Walter and Webb Horton, and the firm of Horton, Crary & Co. engaged in tanning at Sheffield. When the hemlock bark on several thousand acres of land had been exhausted, oil and natural gas were discovered. Horton, Crary & Co. sold a part of this land for \$350,000, but continued to hold the rest and have received large profits from oil and gas.

Mr. Crary is yet in the sole leather tanning business. He has had about twenty-five partners during his career, no one of whom has ever failed to pay his debts. In different firms, he is interested in tanneries at Sheffield, Tionesta, Brookston, Harrison Valley, Arroyo, and Westfield, Pa., and Salamanca, N. Y., and perhaps elsewhere, and in The Penn and The Union Tanning Co's, each of them virtually a syndicate of tanners. He was active in forming The United States Leather Co., and his interests are now merged therein, and in Horton, Crary & Co. of New York, and Walter Horton & Co. of Boston. Mr. Crary also has a large interest in grist mills at Hancock, and is vice president of The Binghamton Trust Co.

Since 1876, owing to impaired sight, he has spent much time in travel, and, since 1885, has been a resident of Binghamton, N. Y. Mr. Crary is a man of striking appearance, being six feet four inches high, strongly built and large. He is highly esteemed for his upright character. In October, 1853, he married Polly Burr of Liberty, N. Y., and their five children are, Mrs. J. C. Young of Liberty, Grace, wife of F. H. Haskins, and Thomas B. Crary of Binghamton, Calvert Crary of Boston, and Miss Mary Crary.

HUGH ALEXANDER CRAWFORD, capitalist, St. Louis, Mo., is a son of A. L. Crawford, iron manufacturer, and was born in New Castle, Pa., Jan. 25 1844. After leaving the local schools, he found his first business occupation as clerk in a rolling mill and later managed a coal mine in Pennsylvania. In 1874, he moved to St. Louis and engaged in the iron business and traffic enterprises, finally acquiring an interest in financial institutions. Mr. Crawford inherited moderate wealth from his father, but his prosperity is mainly due to his own energetic efforts and business ability and the practice of always saving a part of his income. He is president of The Sligo Furnace Co. and The Missouri Iron Co.; vice president of The Continental National Bank and The Nashville & Knoxville Railroad, and director in The Wabash Iron Co., The Vigo Iron Co. and The Crawford Coal Co., all of Indiana; The Union Trust Co. of St. Louis, The Crawford Coal & Iron Co. of Tennessee, and The Gadsden Iron Co. of Alabama. Mr. Crawford is a strong protectionist and a warm friend of Major Wm. McKinley, jr., of Ohio, whose father was superintendent of a blast furnace at New Wilmington, Pa., owned by Mr. Crawford's father. He was married in St. Louis, Aug. 15, 1878, to Judith H. Evans.

NICHOLAS C. CREEDE, gold miner, who came into prominence in consequence of his mines at Cripple Creek, Colo., was born in Fort Wayne, Ind., April 4, 1842. John Creede, his father, was a farmer. The family moved to Iowa in 1846, and there their son Nicholas gathered his education. In 1862, Mr. Creede went to Colorado in search of adventure, and found it in seven years of service as a United States scout, holding the rank of First Lieutenant. He has since become famous as the founder of the Creede mining camp in Colorado, together with quite a number of other flourishing camps, and has been a successful prospector and miner nearly all his life. The bulk of his fortune was acquired in the Holy Moses and Amethyst mines at Creede, which properties he yet owns, and from which he ships large quantities of rich silver ore. He now lives in California, where he owns large interests in real estate and mines.

JOHN CRERAR, Chicago, Ill., who died in that city, Oct. 19, 1889, at the age of sixty-five, originated in Scotland and when he was seventeen migrated to New York city. His life was laborious, but owing to excellent abilities very successful. He settled in Chicago while yet a young man and founded in the course of time the house of Crerar, Adams & Co., of which he was always the head, which dealt in and manufactured railroad supplies. Mr. Crerar connected himself with a variety of enterprises, most of them feeders to his business, but some of them simply sound investment properties. He was president of The Joliet & Chicago Railroad, vice president of The Chicago & Alton Railroad, and director of The Pullman Palace Car Co., The Michigan Telephone Co., The Joliet Steel Co., in which he owned about \$700,000 of the stock, The Illinois Trust & Savings Bank, and The London, Liverpool & Globe Insurance Co. In politics, he was a strong Republican and served, in 1888, as Elector at large in Illinois.

When he died, no relations survived him except some maiden cousins in New York city. Feeling free to devote his fortune to public objects, he gave \$217,500 to the Second Presbyterian church and its missions, \$108,750 for a colossal statue of Abraham Lincoln, \$775,000 to charities, hospitals and societies, and the residue, amounting to perhaps \$2,000,000, for a John Crerar Public Library in Chicago.

CHARLES CROCKER, merchant and railroad builder, owed his success in life to business talent of high order and early discipline in practical pursuits.

A native of Troy, N. Y., where he was born Sept. 16, 1822, the son of a then prosperous store keeper, Charles Crocker was compelled by his father's reverses to begin life in boyhood in the sale of newspapers and other occupations suited to his youth. The earnings of the family were carefully saved, and having bought a farm in Marshall county, Ind., they removed thither in 1836. Charles helped clear the land and till the farm, and then losing his mother by death and disagreeing with his father, began life for himself, in 1839, without a dollar of means, accepting employment first as a farm hand for a few months. He then entered a saw mill at Mishawaka on the St. Joseph river, Ind., owned by John Deming, and the following Winter, he went to school and in the Spring undertook the labors of a forge in Mishawaka, as apprentice to Alphonso Wilson. Having, in the Winter of 1845, prospected for iron ore with success in Marshall county, he started a forge of his own there, with the aid of Mr. Wilson, as Charles Crocker & Co. Upon the discovery of gold in California, Mr. Crocker sold his forge for \$2,000 and with a party of forty young men, including two younger brothers, arrived in Sacramento, by the overland route, July 10, 1850.

With a little capital, collected in the mines, Mr. Crocker engaged in mercantile pursuits in Sacramento in 1852, with one of his brothers, and eventually made his store the leading dry goods house of the city. In 1854, he was elected to the Common Council of Sacramento and in 1860 to the Legislature.

Mr. Crocker's fortune was already considerable before he became identified with the enterprise, which enrolled his name prominently in the financial history of the United States. Having been led by mercantile interests and wide acquaintance with affairs to take a deep interest in the project of a railroad to the States, Mr. Crocker gave up his private business, in 1861, and threw his entire strength into the development of The Central Pacific enterprise, and was one of the four men who agreed to pay personally for the labor of 800 men for one year and staked their private fortunes to carry out the work. The survey across the Sierra Nevada was paid for by him. Each of the four originators of The Central Pacific Railroad played a separate part in the work. Mr. Crocker became the superintendent of construction, built some of the most difficult parts of the line himself, and never relaxed his efforts until the road had been built and the great enterprise brought to triumphant completion in 1869. Mr. Crocker then joined his three associates in projecting and building The Southern Pacific Railroad, and became its president in 1871, as well as vice president of The Central Pacific. He superintended the building of the division in Arizona, New Mexico and Texas, and took an active part in the consolidation of the two great trunk lines and their tributaries into the Southern Pacific system.

Mr. Crocker was a large buyer of land in the early days, and had a large property on the Oakland water front. He was also largely interested in The Crocker-Huffman Land & Water Co., at Merced, Cal., and his estate now owns the entire assets of that

enterprise, consisting of 42,000 acres of land, a lake of 700 acres, and twenty-seven miles of irrigating canals. Late in life, he established a home in New York city on Fifty-eighth street near Fifth avenue, and collected there a notable gallery of paintings, bronzes and fine specimens of ceramic ware.

Mr. Crocker died in Monterey, Aug. 14, 1888, and his wife died Oct. 27, 1889. His surviving children are Col. Charles F. Crocker, vice president of The Southern Pacific Railroad and director in Wells, Fargo & Co., who married Miss Easton, a niece of D. O. Mills; George Crocker; William H. Crocker, and Harriet, wife of Charles B. Alexander of New York.

CHARLES THOMAS CROCKER, paper manufacturer, Fitchburg, Mass., born in that city, March 2, 1833, is the only son of Alvah Crocker and Abigail Fox. The name of the father suggests to all the older residents of Massachusetts the initial effort and persistent force which carried to a practical completion The Fitchburg Railroad and the Hoosac tunnel. Alvah Crocker—born Oct. 14, 1801, died Dec. 26, 1874—was the first president of The Fitchburg Railroad, and in 1842, personally placed the stock before the original fifty miles of railroad from Boston to Fitchburg had been constructed. Later, his unceasing persistency resulted in the extension of the railroad to the Hoosac mountain and in the undertaking, then unparalleled in America, of tunnelling the Hoosac, a distance just short of five miles. Alvah Crocker was, with his partner, the late Gardner S. Burbank, in Crocker & Burbank, the most extensive paper manufacturer in the United States.

Charles T. Crocker graduated from Brown university in 1854, and went into a paper store in New York city for four months. Then returning to Fitchburg, he was admitted to his father's firm of Crocker, Burbank & Co. He is now and has been since the death of his father, in 1874, senior member of the firm, to which also belong two of his sons, Alvah and Charles T. Crocker, jr., and George H. and Edward S. Crocker, sons of his cousin, the late Samuel E. Crocker, who, with the late George F. Fay, were for many years until their deaths members of this firm. The firm have eight paper mills.

Mr. Crocker has never been an aspirant for political honors, but at its request served his native city as one of its first Aldermen and again in the third year of the city's corporate existence. Fitchburg has twice sent him to the State Legislature, in 1879 as Representative and in 1880 as Senator. His life has been devoted to the management of properties, but hardly any public enterprise of worth in his locality has sought his aid in vain, while a kind and generous nature have led him to many acts of charity, of which his modesty has left no record.

Apart from his large cotton and print mills, the Orswell and the Nockege, of which he is vice president, he is also largely interested in The Fitchburg Manufacturing Co. and The Star Worsted Co., of which he is president. He is a director of The Fitchburg Railroad, The Vermont & Massachusetts Railroad, The Fitchburg Gas & Electric Light Co. and The Union Machine Co., and a trustee of The Fitchburg Savings Bank. In Turner's Falls, Mass., he is heavily interested as president of The Turner's Falls Co., vice president of The Crocker National Bank, and director in the Montague and Keith paper companies and The John Russell Cutlery Co.

Oct. 14, 1857, Mr. Crocker married Helen Eliza Tufts of Charlestown, who died June 21, 1877, leaving six children, Alvah, Emma Louise, now the wife of Rev. E. W.

Smith of Fall River, William T., Kendall F., Charles T., jr., and Paul. June 1, 1881, Mr. Crocker married Helen T. Bartow, eldest daughter of Samuel B. Bartow of Brooklyn, N. Y., and they have two children, Edith B. and Bartow.

URIEL CROCKER, publisher, a resident of Boston from 1811 to his death, was born in Marblehead, Mass., Sept. 13, 1796, and died in Cohasset, Mass., July 19, 1887. Moving to Boston, Sept. 14, 1811, he became the youngest apprentice of Samuel T. Armstrong, a printer at what is now No. 173-175 Washington street. The following November, another likely boy came into Mr. Armstrong's office in the person of Osmyn Brewster. Both were so faithful to duty, intelligent and industrious, that Mr. Armstrong took them into partnership, Nov. 1, 1818, the articles of association being drawn by Jeremiah Evarts, the father of William M. Evarts. The first large work published by this firm was "Scott's Family Bible," in six volumes, the sales of which were satisfactory. In 1825, the young men bought the interest of Mr. Armstrong, and under the name of Crocker & Brewster continued in business for a period of fifty-eight years, attaining a leading position in their trade, occupying a publishing and bookselling establishment on the old site until 1865 and then moving to the adjoining building. Theirs was probably the only publishing house in Boston, which did not suspend either in 1837 or 1857. At one time, for five years, the firm maintained a branch store in New York city, but in the end sold it to Daniel Appleton, by whom it was made the foundation of the now large business of D. Appleton & Co. By enterprise, self denial and persistence, Mr. Crocker gained an excellent fortune. He was one of the original subscribers to The Old Colony Railroad, and, with the exception of one year, a director of that corporation for forty years. He was also a director of The Concord Railroad, The Northern Railroad of New Hampshire, The Atlantic & Pacific Railroad, and The St. Louis & San Francisco Railroad, and for many years president of the corporation owning the United States Hotel and Revere House in Boston. Sarah Kidder, daughter of Elias Haskell, became his wife Feb. 11, 1829, and the mother of his three children, Uriel Haskell Crocker, born Dec. 24, 1832, now a lawyer and manager of estates; George Glover Crocker, born Dec. 15, 1843, lawyer, public man, writer, and active in affairs, and Sarah C. Crocker.

DANIEL EDGAR CROUSE, merchant, Syracuse, N. Y., born in Canastota, N. Y., June 11, 1843, died at his home in Syracuse, Nov. 21, 1892. John Crouse, his father (1802-June 25, 1889), founded the largest fortune in Syracuse by a life of close application to a wholesale grocery trade, which he created and pushed to extend over the whole of Central and Western New York, and by investments in express companies and corporations. Crouse Memorial college was given by him to the Syracuse university. Daniel Edgar Crouse, son of John and Catharine White Crouse, accompanied the family, when it settled in Syracuse in 1852, and went to public and private schools. In 1864, he entered the wholesale grocery business of his father and brother on East Water street, where a block of stores bore the sign of John Crouse & Co. Edgar received a share of the profits of the firm, but also inherited substantially the entire estate both of his brother, John J. Crouse, who died Feb. 10, 1886, and of his father. Mr. Crouse was fond of thoroughbred horses, being a close friend of Robert Bonner and Frank Work, and spent much time in New York city, where he built probably the finest stable in America. His fortune being well invested, largely in the securities of The New York Central, The Rock Island, The Chicago & Northwestern, The Chicago,

Milwaukee & St. Paul, The Delaware, Lackawanna & Western, and other sound railroad companies, he retired in 1887, and spent his time thereafter mainly in travel, sports and recreation. He never married, but he was a social man, although he joined only the Chicago club of Chicago and the Driving club of New York.

GEORGE WASHINGTON CROUSE, manufacturer, prominent in a city which contains a number of remarkable men, was born Nov. 23, 1832, in the rural township of Tallmadge, Summit county, O., whither his parents, George and Margaret H. Crouse, had emigrated from Pennsylvania. When the lad was three years of age, the family moved to another farm in the same county, in Green township, and there the subject of this biography grew up to young manhood. The father was a poor man, the soil was the family's only support, and all the able members of the family, including George, the second son, had to put their hands to the plow, literally as well as figuratively. By their united efforts and the Providence of God, the family managed to gain a living and give their children an education. Every Summer was spent by George in working on the farm, but during the Winter seasons he went to school until he was seventeen, and thereafter, in Winter, taught school until he was twenty-one. It is safe to say that he learned as much himself while teaching as did the children of the neighborhood who were assembled to gain his instruction; and betwixt farm life and the school, Mr. Crouse developed into an athletic, hearty, intelligent man, full of vigor, having ambitions for something beyond the farm, and greatly esteemed by all who knew him. He did not travel far from home in these early years, but, of course, occasionally visited Akron, the county seat; and, when of age, he went to Akron for good, and has lived there ever since.

It was as a clerk in the office of the County Auditor and County Treasurer that Mr. Crouse began his singularly successful business career. At the end of two years, he became by election County Auditor himself, the youngest man who ever held the office. About this time improving circumstances enabled him to marry, and in 1859, Miss Martha Kingsley Parsons became his wife. Mr. Crouse's period of official service drew to a close just as that terrible drama south of the Ohio river, the struggle to save the Union, was approaching its crisis, and, impelled by the strong and honorable feelings which moved men at that time, Mr. Crouse went to the front for the last year of the War as a private in the 164th Ohio Vols., served his period of enlistment, and came marching home a Second Lieutenant.

Two opportunities were at once offered to Mr. Crouse after his return to Akron, one in a bank and another in the service of Aultman, Miller & Co., manufacturers of the Buckeye harvesting machine. The latter proved more congenial to his tastes, and he went to work for the firm, being made secretary of Aultman, Miller & Co. By diligent labor in the following years, Mr. Crouse acquired an interest in the concern, and by application and talent, rose to the highest station in the gift of the proprietors, becoming president of the corporation in 1880. He has proved fully equal to every responsibility, has helped make his industry one of the largest in a city of 200 factories, and in legitimate enterprise has made his fortune.

After twenty years of laborious application, Mr. Crouse found his health giving way under the strain of business cares, and to secure a little distraction, he organized matters properly in the works and returned to the stormy arena of politics, in which he had originally made his *début* in Akron. Always a Republican, he was elected as such,



Geo. W. Brouse.

In 1885, to the State Senate, and while serving in that capacity was, in 1886, elected to the lower house of Congress. While fully appreciating the honor of a share in the councils of the nation, life in Washington at that time proved uncongenial to Mr. Crouse. Public affairs did, indeed, divorce his mind from business anxieties, but temperament and training had educated Mr. Crouse to quick decision and immediate results in all matters within his influence. The rules of the House permitted a small minority to blockade legislation, and Mr. Crouse became indignant and wearied with membership in a body, which studied how to do nothing. Writing home, he declined a renomination, and when March 4, 1889, arrived, making him a private citizen again, he took a steamer to Europe with his family and spent six months in recovering from the fatigue and disgust of his public service.

Upon returning to America, he gladly resumed the helm of business affairs and has since been entirely occupied with practical interests. The majority of men find their energies completely absorbed by one enterprise, but Mr. Crouse's overflowing energy and versatility are not "pent up" in one "Utia," and he is connected with and the motive power of a great variety of enterprises in Akron, as may be seen from the fact that he is now president of The City National Bank, The Akron Twine & Cordage Co., The Thomas Phillips Co., The Akron Belting Co., The Akron Printing & Publishing Co., The Capron & Curtice Co., The Charleroi Plate Glass Co., The Selle Gear Co., The Akron Cultivator Co., and The Akron Water Works Co.; vice president of The B. F. Goodrich Co.; and director of The Akron Steam Forge Co., The Pittsburgh Plate Glass Co., The Taplin Rice Co., and The Akron Hydraulic Press Brick Co. As if that were not enough, he is active in philanthropic matters and among other things president of the trustees of Buchtel college.

Mr. Crouse is a social man and loves his home. A charming family has come to him and his wife, the names of his children being Martha K., Julia M., Mary R., Helen J., and George W. Crouse, jr. He now takes life more easily than in earlier days, and nothing gives him more cause for satisfaction than the fact that he can look back upon a life spent so far honorably, usefully and decently and with the approval of his fellow citizens of Ohio.

SAMUEL ALRICH CROZER, manufacturer, Chester, Pa., is a descendant of Huguenot ancestors, who were driven from France to the North of Ireland, by the revocation of the Edict of Nantes, and about 1720, settled in Delaware county, Pa. Born Dec. 25, 1825, in the county named, the son of John P. Crozer, a manufacturer of cotton goods, and of Sallie L., his wife, the subject of this sketch left the schools of Philadelphia in boyhood, to enter into the same industry as his father. He has always been a manufacturer of cotton, and has conducted mills at Upland and Chester, Pa., with so much energy and skill, that they have grown at length into large and successful establishments. The firm of Samuel A. Crozer & Son now operate both factories. But this industry does not afford a sufficient outlet for the energy of Mr. Crozer and several other manufactories have come into being through his enterprise. Without entering into unnecessary details, it is sufficient to say that he is now president of The Crozer Iron Co. of Upland, The Crozer Iron & Steel Co., which operates furnaces in Roanoke, Va., The Crozer Coal & Coke Co., and The Crozer Land Association. He owns excellent coal mines in West Virginia. By self denial and energy, business ability and foresight, Mr. Crozer has made his way safely to a very strong position.

Political office he has carefully avoided, and finds sufficient recreation and excitement in handling of a number of thoroughbred horses, which he owns. He is a member of the Union League and Art clubs of Philadelphia. To him and his wife (Miss Cheney of New Hampshire, whom he married in 1854) have been born three sons and three daughters, all living.

MICHAEL CUDAHY, packer, Chicago, Ill., well known throughout the West, first saw the light in Callan, an historical old town in County Kilkenny, Ireland, Dec. 7, 1841. His mother's people had removed from Dublin to Callan, and established a pottery there; but Patrick Cudahy, the father, with his wife, Elizabeth Shaw, and family, came to America in 1849, under the impression that the new world offered better inducements, soon locating in Milwaukee, Wis. There, young Cudahy did light work for the local packing houses and stock yards between school hours. When fourteen years of age, he entered the employment of Layton & Plankinton, packers, and, at nineteen, accepted a position with Ed. Roddis, another packer, remaining with the latter until 1866, when he went into business for himself. Frederick Layton soon induced him, however, to dispose of his own trade and to enter the employment of Layton & Co. as private meat inspector, at the same time securing for him the position of meat inspector on the Milwaukee Board of Trade. Mr. Cudahy received much practical encouragement from Mr. Layton and the two men became close friends. In 1869, Plankinton & Armour placed Mr. Cudahy in charge of their packing house in Milwaukee, then located in a small frame building. The whole plant, including machinery, then worth \$35,000, has since grown to be one of the largest packing establishments in the country. Mr. Cudahy's success was such that in 1873, P. D. Armour, of Chicago, offered him and he accepted a partnership in the firm of Armour & Co. With a thoroughly practical knowledge of the business in all its branches, Mr. Cudahy took control of the stock yard end of the enterprise, and, for nearly seventeen years, he was the ruling spirit in its practical management. He withdrew in November, 1890. During the World's Fair in Chicago, Mr. Cudahy served as chairman of the committee to solicit subscriptions from the packers.

Personally, Michael Cudahy is a man of robust constitution and fine physical proportions. A Democrat and a Catholic, he is a thorough American, loves his adopted country, and is a great admirer of its institutions. Social, witty and genial, devoid of prejudice, the subject of this biography is a popular man and greatly respected. He owes his present position to perseverance, hard work, mastery of the details and determination to succeed.

He was married, in 1866, to Miss Catherine, daughter of John Sullivan, a well-to-do farmer near Milwaukee, Wis., and they have four daughters and three sons. The oldest daughter, Elizabeth, is the wife of William P. Nelson, a successful man of Chicago.

Mr. Cudahy is the oldest of four brothers. William died when thirty-seven years of age. John and Patrick succeeded John Plankinton & Co., of Milwaukee, in their packing business, under the firm name of Cudahy Bro's. Patrick lives in Milwaukee; John resides in Chicago. Edward A. is a partner of Michael, forming with him the corporation of The Cudahy Packing Co., of Omaha, Neb., which, before the withdrawal of P. D. Armour from the firm, was The Armour-Cudahy Packing Co. An idea of the extent of their interests may be gained from the fact that their distributive sales the past year amounted to \$23,000,000 and their pay roll \$1,250,000.

WILLIAM C. CULBERTSON, lumberman, Girard, Pa., never appeared in public life until elected to the 51st Congress as a Republican, but then made an excellent reputation as a cool, honest and clear headed man. He was born in Erie county, Pa., Nov. 25, 1825, and received a common school education. When it became necessary for him to engage in some gainful occupation, the State of Pennsylvania had been cleared here and there, but was yet heavily timbered in many districts, and Mr. Culbertson devoted himself to farming and lumbering with success. In these occupations he is yet engaged, although, having waxed in substance, he now has other interests, being president of The City National Bank of Corry, Pa., and the owner not only of a hotel at Youngsville and of other real estate in Erie county, but of a large wheat farm in Dakota. His life has been one of peaceful and perhaps slightly monotonous endeavor, but, if free from many excitements, it is a happy one, and Mr. Culbertson has won the entire good will and respect of his friends and neighbors in Erie county.

WELLINGTON WILLSON CUMMER, lumberman, Cadillac, Mich., born in Toronto, Canada, Oct. 21, 1846, is a son of Jacob Cummer, also a native of Toronto. His grandfather was born in the United States, and his great grandfather in Germany, but his mother's family came from New Brunswick. Wellington was educated at the high school in Newaygo, Mich., began life modestly, was active, saving and energetic, and became a manufacturer of flour in Newaygo on his own account. In 1871, he engaged in the lumber industry with his father in the little town of Morley, ninety miles north of Cadillac, met with some success, and in 1876, removed to Cadillac, establishing there the lumber business which is yet in existence, but carried on under the name of Blodgett, Cummer & Diggins. He is president of The Cummer Lumber Co., and is a member of several firms which cut white pine trees in the woods, saw and plane lumber, and manufacture handles. This city is favorably situated for this industry and is the shipping centre of Northern Michigan. Mr. Cummer is a partner in Cummer & Diggins, loggers and owners of a saw mill here, Cummer & Cummer, planing mill operators, and Blodgett, Cummer & Diggins, a firm organized to cut the white pine timber belonging to Mr. Blodgett. He is also the leading spirit in The Cummer Co. of Norfolk, Va., which is developing the timber resources of that region. Among his investments are two lumber companies which are operating a large acreage of pine and cypress lands in Louisiana and Florida, and The Electric Light & Water Co., of Cadillac. Mr. Cummer has been chosen to several public positions and has been Alderman of this city two terms, Mayor once, a Republican Presidential Elector in 1888, and a member of the School Board for ten years. Oct. 3, 1871, he married Mary Ada Gerrish at Hersey, Mich., and his children are Arthur Gerrish, Waldo Emerson and Mabel Carrie.

WILLIAM HULL CUMMINGS, one of the most prominent men in Northern New England and a resident of Lisbon, N. H., was born in New Hampton, N. H., Jan. 10, 1817. His early life after leaving school was spent in business in New Chester, Lisbon and Haverhill. About 1849, he became a member of Allen, Cummings & Co. of Lisbon, and remained closely identified with the best interests of the town from that time forward. Banking, the manufacture of lumber and other enterprises occupied his attention and he had been president of The National Bank of Newbury, Wells River, Vt., since 1873. He represented Lisbon in the Legislatures of 1856 and 1883, was State Senator during the season of 1877-78, when he had the honor to be mainly instrumental in the passage of the present Supervisor law of the State, and was a delegate to the

National Democratic convention which nominated Samuel J. Tilden. He also held many town offices. Greatly respected for his energy and ability, he died, July 15, 1891, survived by his wife and two daughters.

SAMUEL CUPPLES, manufacturer, St. Louis, Mo., was born in Harrisburg, Pa., Sept. 13, 1831, and began life in 1843, as a boy in a grocery store in his native city. In 1846, he removed to Cincinnati, and entered the employment of A. O. Tyler, who was the pioneer manufacturer of wooden ware in the West. Mr. Cupples arrived in St. Louis in August, 1851, and began the manufacture of wooden ware on his own account, under the name of Samuel Cupples & Co. Through his energy and good business management, his trade reached large proportions, and in 1882, he incorporated under the name of The Samuel Cupples Wooden Ware Co., the capital now being \$1,000,000. Mr. Cupples has been able to make some savings, and has invested a part of his means in The Samuel Cupples Bank, in the manufacture of paper bags and in real estate, and has incorporated The Samuel Cupples Real Estate Co. and The Samuel Cupples Paper Bag Co., and is also an owner in a cordage factory.

WILLIAM CURRY, Key West, Fla., a native of the Bahamas, born in 1821, settled in Key West in 1837, at the age of fifteen, and, in due time became a citizen, and identified himself thoroughly with the affairs of Florida and the country. Making a start in a ship chandlery, provision and grocery store as a clerk, he had in six years mastered the details of business, and then opened a store of the same kind on his own account in 1843, as Wm. Curry & Co. Brown & Curry succeeded in 1852, but, in 1862, Mr. Curry bought the interest of the senior partner, and conducted the business successfully for nearly thirty years alone, retiring in 1891. The excellent profits of this store have been added to by Mr. Curry largely in the purchase of stocks of railroad and Pacific coast mines, when prices were low. During his long career, however, he has not been exempt from trials. He lost \$50,000 by the failure of The Bank of California, \$60,000 by a failure in New York, and \$200,000 above insurance by the great fire in Key West in March, 1886, but losses only inspired him to renewed efforts. His present firm of Wm. Curry & Sons is now being carried on by his three sons, C. G., H. & M. W. Curry, and his son-in-law, M. L. Hellings, and Mr. Curry is enjoying during these later years the leisure, which he has honorably earned.

LEMUEL J. CURTIS, Meriden, Conn., a successful manufacturer in a city filled with factories and workshops, made a reputation during his life time in the production of silver plated ware. He was born Jan. 15, 1814, in Meriden, and was a descendant of the Curtis family, which originally settled in Stratford, Conn., in 1639. He received a common school education in Meriden, and thereafter learned the Britannia ware business as a subordinate in the works. Engaging in the manufacture of this ware, he was, in 1852, one of the organizers of The Meriden Britannia Co. He accumulated a large fortune by diligent industry, and at his death, in 1888, he left between \$700,000 and \$800,000 to found an asylum for destitute children and old women, which he called Curtis Home and is located in Meriden. He was a stockholder and director in many of the large concerns of the city, and a man of force and strong character.

DWIGHT CUTLER, lumberman, Grand Haven, Mich., son of Dr. Isaac G. and Nancy Hastings Cutler of Amherst, Mass., inherited the fine mind of his father, a surgeon and physician, and enjoyed the training of a good mother, but while yet a lad of four he lost his father by death. Born in Amherst, Nov. 14, 1830, and taught at

Williston seminary in Easthampton, he found his way to Grand Haven on Lake Michigan, in 1848, and accepted a clerkship with Gilbert & Co., forwarding and commission merchants, in return for \$50 and board the first year. In 1851, with modest capital, Mr. Cutler bought the business and during the following six years made enough money to acquire an interest in several steam and sailing vessels. Perceiving by this time the greater profits of the lumber business, Mr. Cutler bought extensive tracts of pine land along the Grand river and joined with Hunter Savidge, in 1861, in buying the old Hopkins saw mill at Spring Lake in Ottawa county, in which county Grand Haven is situated. From this beginning, the partners developed a handsome and extended business in the manufacture of pine lumber. They steadily enlarged the saw mill plant, opened a lumber yard in Michigan City, Ind., and, by close attention to opportunities, established a trade with nearly all parts of the United States and have in fact been able to send many cargoes of lumber to Europe. They now produce about 40,000,000 feet a year. A few years ago, the old firm reorganized as The Cutler-Savidge Lumber Co., Mr. Savidge president, Mr. Cutler treasurer. Mr. Cutler has displayed genuine pride in the city of his home by building, in 1872, the Cutler House, a \$200,000 hotel, and later a handsome private residence. Both were burned in a notable fire. The Cutler House was rebuilt, but on a smaller scale. Mr. Cutler has been Mayor of Grand Haven and for a quarter of a century school trustee, and is president of The National Bank of Grand Haven. Feb. 16, 1856, he married Frances F. Slayton, of Vermont, and to them have been born five children, Millicent, Esther, Dwight, Frances and Mary.

LEONARD RICHARDSON CUTTER, merchant and property owner, Boston, Mass., who died July 13, 1894, was born in Jaffrey, N. H., July 1, 1825. He was of English descent, his ancestor coming from New Castle on the Tyne. Educated in the local district schools and the Melville academy, he put his newly acquired knowledge to immediate use by teaching school for three Winters, spending the intervening Summers working on his father's farm. When nearly of age, he found employment in Boston in the retail grocery store of Joseph Mann, with whom he remained for six years, and whom he succeeded. This grocery business brought him considerable means in the next ten years. He gained an extended acquaintance in the city, and, being a man of sound judgment and great honesty of character, was, in 1859, elected a member of the Board of Assessors. It is not every man in this service, who is able to utilize the position as did Mr. Cutter. His experience there gave direction to his subsequent life. Becoming an expert in estimating the value of real estate, he embarked in the real estate business in Boston and was the first man to build local tenement houses, the plans for which he drew himself. Encouraged by the first ventures and having great faith in the future of the city, he invested all his earnings in local property, and the appreciation in value of his holdings made him a rich man. He dwelt in a fine residence on Beacon street and owned a Summer house in Jaffrey. His sterling good sense resulted in his election to several city offices. In 1870, he became an alderman and served for three terms, being for a short time, in 1873, acting Mayor of the city. From 1871, for twelve years, he served on the Board of Water Commissioners. He was upright, able and efficient, always opposed to rings and political robbery, and enjoying the highest respect of the community. Mr. Cutter was married in Brighton, Mass., in April, 1852, to Mary Taylor of Boston, and had two daughters.

D.

MARCUS DALY, mining operator, Anaconda, Mont., a native of Ireland, is fifty-three years of age. His early life contained no incidents of note, having been spent mostly in quiet employments, and the remarkable prosperity, which he is now credited with, is the result of a long apprenticeship in the search for and management of mines in the West. In 1876, he arrived in Montana and had the good fortune to be appointed general manager of the Alice silver mine at Butte and afterward, by Messrs. Haggins & Tevis, manager of the Anaconda copper mine and smelter. Mr. Daly has had a large interest in the Anaconda mine, which ranks among great copper properties, and has also acquired part or entire ownership in various gold and silver mines. Profits have been invested in real estate, smelting works, banks, ranches, and mercantile ventures in various parts of the State, but mainly at Anaconda, Butte City and Missoula. Among his corporations are The Bitter Root Development Co. of Hamilton, Mont., near which town he owns The Riverside Town Site and Ranch; The D. J. Hennessy Mercantile Co. of Butte City and Missoula; The Copper City Commercial Co. here, and The Montana Commercial Co. of Missoula. Mr. Daly is a practical miner and assayer and an excellent judge of mining properties.

CHARLES DANFORTH, manufacturer, Paterson, N. J., who died in that city March 22, 1876, at the age of seventy-eight, originated in the State of Massachusetts. Trained in mechanics, and from the start a man of ingenious mind, he produced in early life several inventions upon the crude machines then used in the textile factories. A spinning speeder, a counter twister and throstle frame, which he patented before he was thirty years of age, came into extended use in the factories of the United States and England. Having removed to Ramapo, N. Y., he invented a cap spinning frame as well as an improved bobbin and flyer. In 1830, he settled in Paterson, made a contract with Goodwin, Rogers & Co., for the manufacture of his spinning frame, and became a partner in the firm, which was afterward reorganized as Charles Danforth & Co., and engaged in the manufacture both of his own inventions and of other machines. During that and the next decades, his work grew slowly to large proportions, partly on account of the protection given by patents, and partly through Mr. Danforth's energy and genius. In 1852, the firm of Danforth, Cooke & Co., of which he was the head, engaged in the manufacture of locomotives, and from the large shops of the firm went forth, in following years, hundreds of locomotives for important railroads. In 1863, the firm incorporated as The Danforth Locomotive & Machine Co., Mr. Danforth being president until 1871, when he retired, although remaining a director until death. These works became the most important in the ownership of any one firm in a busy city of 80,000 inhabitants. Always a strong Republican in politics and an advocate of a protective tariff, Mr. Danforth was never able, or for that matter strongly inclined, to go to Congress or hold any other political office. Charles, his only son, a gallant Union soldier in the Civil War, holding a commission as Captain, lost his life in battle. The survivors of Mr. Danforth's family were his wife, Mrs. Mary Danforth, and three daughters, Mrs. Matilda Taggart and Mrs. Mary E. Ryle, wife of William Ryle, being two of them.

LEONARD DANIELS, prominent as a flour miller in Hartford, Conn., and, in his gray miller's suit, one of the best known figures in the city for nearly seventy years, was born March 1, 1803, in Medway, Mass., and died in Hartford, Jan. 18, 1892. He was, in stature, of the build of Napoleon and Grant, short, strong and solid, and descended from old American stock which originated in England. No incidents marked his boyhood more exciting than those which grew out of his play at the district schools, the raising of crops every Summer on his father's farm, and the sale of produce in the Winter time in Boston for a few seasons; but, during this period, Mr. Daniels learned what the grammar schools had to teach him, became a strong, vigorous young man, and gained some acquaintance with the principles of mercantile pursuits. At the age of twenty-two, he removed to Hartford, Conn., arriving there Nov. 16, 1826, and found employment for a time in the saw mill of Ward & Bartholomew, on Sheldon street. When, a little later, he entered the service of Humphrey & Nichols in their grist mill, on the north side of Little river on Wells street, he found the calling which pleased him, and thereafter devoted his whole life thereto. About 1830, Mr. Daniels bought a small flour mill, formerly owned by Burt & Stanley. Mr. Stanley having given his property to the South church, Mr. Daniels brought a law suit to compel the trustees to sell the property, and, winning the case, bought the mill and went into business on his own account. This was the only law suit in which he was ever engaged. In 1853, he built a new mill on the south side of Little river just above the stone bridge, and began business there in 1855. One secret of his great success was his promptitude in all business transactions. Another was his clear and sound mind, careful reflection and close and careful personal attention to every detail. As years rolled on, a growing business compelled him repeatedly to enlarge the brick building, known as Daniels's mill, and the surplus means which its operations brought him gradually grew into a large fortune. After his death, the business was left to his nephew, Leonard C. Daniels, and grandson, Leonard D. Fisk.

Mr. Daniels was a man of very strong individuality. His face expressed energy and determination. The vigorous health which originated in a wholesome boyhood never left him, and was preserved not only by active labor in his business but by pedestrianism, of which he was fond. He never had been ill except when attacked with the measles at the age of thirty-seven, and, like most men so favored, abhorred the notion of taking medicine. His eyesight became impaired, however, in his later years, and he was blind the last eight years of his life. Three operations were performed, but they did not restore his sight. A remarkable trait was his conciseness of speech. Mr. Daniels was not a misanthrope and certainly not an ignorant man, nor was he averse to pleasant conversation with intimate friends; but he had the reticence, characteristic also of General Grant, and, with the energy and a little of the impatience of a born business man, loved to dispose of an argument, a proposition, or a question, in a terse expression, limited sometimes to two or three words. His honesty was proverbial. Of few men could it be said as truthfully as of him, that his word was absolutely as good as his bond. The determined nature of the man was exhibited in his politics. Even during the period when Connecticut was overwhelmingly Republican, Mr. Daniels adhered inflexibly to his own principles and was always known as an uncompromising Democrat of the old Jeffersonian stamp and not by any means a passive upholder of his party either, because he voted at every election.



Leonard Donahue

He was married thrice, and his widow and one daughter, wife of Augustus L. Ellis, survived him. Another daughter, Katherine Daniels, wife of Eugene Deloss Fisk, died about 1881, leaving two sons.

A word should be said in closing concerning the two young men who succeeded to Mr. Daniels's business, because they are among the rising men of Hartford. Leonard Cressy Daniels was born in Medway, Mass., Sept. 29, 1863, a nephew of Leonard Daniels. He attended the local grammar schools and a business college, and, in 1880, entered the employment of his uncle. He proved so good a business man that more and more of the labors of the house were left to him and his present partner. In 1892, Mr. Fisk and he succeeded to the business. Mr. Daniels was married Oct. 4, 1893, to Miss Grace, daughter of Edwin Hopkins Arnold of West Hartford.

Leonard Daniels Fisk, oldest grandson of the late Leonard Daniels, and son of Katherine, the oldest daughter, was born Sept. 4, 1869, in Hartford. School days being over, he entered the office of the flour mills, won the entire confidence and respect of his grandfather by businesslike quality, and became one of the two inheritors of the business. His wife, whom he married in Hartford, is Miss Genevieve B., daughter of Henry Clay Judd of Hartford.

JOHN DARST, banker, Eureka, Ill., a native of Green county, O., born Nov. 6, 1816, died in Eureka, Aug. 6, 1895. All his grandparents were Germans, born in the fatherland, but the subject of this memoir, as well as Jacob Darst, his father, who married Mary Coy, both grew up thorough Americans. All the early life of John Darst was devoted to farming, at first in his native county, where he made his farm in the heavy timber, and later in Woodford county, Ill., of which he was a pioneer. He remained a farmer until 1851, and in 1855, laid out the town of Eureka in Woodford county, originally known as Walnut Grove, now a thriving village of 1,500 inhabitants. Additions to the place were plotted by him in 1856, 1868, and 1886, every operation in real estate being successful.

In 1882, Mr. Darst organized The Farmers' Bank of Eureka and remained at the head of it the balance of his life. The Bank is now carried on by J. P. Darst & Co., composed of James P., Leo C. and George W. Darst, sons of the founder. Owing to his own limited education and the nobility of his mind, Mr. Darst always felt an absorbing desire to place the opportunities for higher education within the reach of the young. He promoted the establishment of Eureka college, and served after 1855 until death as one of its trustees and for twenty years as president of the board. The college received many gifts in money from him and the most conscientious service. In 1857, he mortgaged his entire property, including his home, to save the institution from financial ruin. In politics, he did not figure to any great extent, this being perhaps due to his intense convictions as a Prohibitionist and Abolitionist, which rendered him impatient of party trammels. The Baptist church gave him his first religious training, but an open and inquiring mind finally led him to accept the principles of the Christian church. For half a century he was an ardent supporter of that denomination and long an Elder in its service. A number of young men secured their education for the ministry through him. The conscientious manner in which every detail of multifarious duties was performed by Mr. Darst affords an example to all office bearers, well worthy of imitation. Even at the age of seventy, he spent many a day on horseback going from house to house to notify the college trustees of special meetings. His mind

was of the William Lloyd Garrison type, determined in its convictions, but capable of waiting for time to render invincible the truth, which he grasped sooner than others. During the Civil War, five sons entered the Union Army, Oliver P., Henry H., Leo C., James P. and Henry R., the latter sixteen years of age. Left without help on his farms, Mr. Darst hired some colored people to work them. Many old friends ostracized him for this, and many threatening anonymous letters were sent him. Once, one of his houses was set on fire. Mr. Darst kept on without a murmur, the Bible his text book, Christ his pattern, until time dispelled all feeling and corrected the unjust judgment of his friends.

While yet a farmer, Nov. 22, 1838, Mr. Darst married Ruhannah Moler and became the parent of eleven children, Oliver Perry, Henry Harrison, Leo Charles, James Perrine, Henry Reel, Francis Marion, and Rolla Moler Darst; Susan Mary D. Elkin; John William Darst, who died in young manhood; George Washington, and Jacob Alvin Darst. About forty grandchildren survived him.

IRA DAVENPORT, capitalist and man of affairs of Bath, N. Y., a resident of the southern tier of counties, was born in Hornellsville, N. Y., June 28, 1841. He is a descendant of one of the Puritan families of New England, his ancestor, Thomas Davenport, having come from Chester in England in 1640, settling in Dorchester, Mass.

Col. Ira Davenport, his father, pushed westward after the War of 1812 as far at least as Hornellsville, then a mere hamlet, becoming one of the earliest settlers of Steuben county. In these early days, lumber, grain and other rural products were sent by him down the streams running southward to the markets below. Amid the population which grew up around him, he was known as a man of public spirit and liberality and is recollected as the founder and builder of The Girls' Orphan Home in Bath, which he endowed, and on which his family have spent \$350,000. With his wife, Lydia Cameron, and while their son Ira was a boy of six, the senior Davenport moved to Bath, N. Y. It was there that, in 1868, he carried out his plans for the building of the Girls' Orphan Home, one of the interesting and useful charities in the State. Ira Davenport, the son, received a careful education and then became associated with the extended business interests of his father. It may be said, in brief, concerning his business career, that the labors of his father having resulted in an honorable and ample fortune, the subject of this sketch had the advantage from the start of being freed from much of the drudgery and arduous labor which other men must undergo. But he has proved an excellent business man, a sound conservator of that already acquired and a man capable of giving a good account of his stewardship of the properties placed at his disposal. An interesting outgrowth both of the circumstances and the spontaneous activity of Mr. Davenport's nature is the fact, that Mr. Davenport has been able to devote his abilities and labors largely to objects of a public character. The town of Bath has been particularly benefited by Mr. Davenport's labors. In 1876, The Grand Army of the Republic undertook the erection of a State Soldiers' Home at Bath, to which liberal contributions were made, and of the \$19,000 there collected, Mr. Davenport gave \$5,000. Land was purchased and work begun before any contribution had been secured from the State, and, in a financial crisis, the managers of the institution appealed to Mr. Davenport for the necessary assistance to complete the buildings and protect the soldiers, with the chance of the State refusing to refund the money. With characteristic public spirit, he replied that he would assume the risk and advanced

\$25,000, which enabled them to complete the work and open the Home on the appointed day. This Home is an exceedingly worthy and noble institution and the State now makes an annual appropriation of \$80,000 for its support.

The Bath Library is indebted to him for books, purchased by him, and for the Library building. He also contributed liberally toward the erection of the Presbyterian and the Episcopal churches and the Soldiers' Monument of Bath, besides being interested in many other improvements and benefactions for the welfare of the city.

Mr. Davenport's popularity and abilities led, in 1877, to his nomination by the Republican party for the position of State Senator. Mr. Davenport naturally had a very large support in his own town, where he ran several hundred votes ahead of the State ticket. In 1879, he was renominated and elected by a yet larger majority. He steadily rose in popular esteem, and in 1881, was elected State Comptroller by a plurality of over fourteen thousand, a larger vote than that given to any of his colleagues upon the ticket. His administration of that responsible office was most able, and his reports to the Legislature abounded in wise suggestions and displayed a complete mastery of the subjects with which he was called upon to deal. Mr. Davenport introduced many radical reforms at Albany, and established a policy of economy and administrative energy, which saved the State a great deal of money, and resulted in the permanent establishment of several laws and customs which have proved to be wise and beneficial. Under Mr. Davenport's Comptrollership the receipts amounted to \$3,474,827.58, collected at an annual expense of \$300. Delinquent corporations especially were brought to book, and The Western Union Telegraph Co., which refused payment, was sued for the sum of \$179,371.13, and judgment obtained. In the matter of taxation, Mr. Davenport urged strenuously that there should be no discrimination, and he recommended the passage of the bills reported to the Tax Commission in 1881. Mr. Davenport was renominated for the Comptrollership in 1883, but was defeated in the tidal wave of Democratic victory following the election of Cleveland as Governor. In 1884, he was elected to the Forty-ninth Congress by a plurality of over thirty-six hundred votes. In 1885, he accepted the forlorn hope of a Republican nomination for Governor against David B. Hill, Democrat, but was defeated by a plurality of 11,134 votes, although his character and services promised the State a most able administration of affairs. He had the satisfaction, however, of reducing Governor Cleveland's plurality of 193,000 in a previous campaign. In 1886, his district re-elected him to Congress by a plurality of nearly 14,000 votes. Mr. Davenport, during his years of public service, has been an indefatigable worker in the interests of his country and State.

A gentleman of refined and cultivated tastes and a liberal patron of literature and art, he is possessed of a genial and engaging manner, and is a delightful associate in private life. He belongs to the Union League, Century and Metropolitan clubs of New York city. Mr. Davenport was married, in 1887, to Katharine Lawrence Sharpe, daughter of Gen. George H. and Catharine Hasbrouck Sharpe, of Kingston, N. Y.

JOHN DAVENPORT, banker, Bath, N. Y., son of the late Col. Ira Davenport, sr., spent his tranquil existence in Bath, occupied with the management of a share of his father's estate and with works of charity and benevolence. Born in Hornellsville, N. Y., May 10, 1835, he died at his home in Bath, May 5, 1895. After graduation from Amherst college, class of 1858, Mr. Davenport went into banking and practical affairs. He was president of The Davenport Home for Female Orphan Children, built and

endowed by his father and maintained wholly at the expense of the family. Struggling young men always found in him a friend and many received their college education through his liberality. His wife was Sarah Lyon of Bath, whom he married in 1879.

CAPT. JAMES DAVIDSON, builder of lake shipping and a resident of Bay City, Mich., was born in Buffalo, N. Y., Aug. 15, 1841, the son of Joseph Davidson, stone contractor. After some service as a sailor on the lakes, and the command of a vessel for a time, he established a small ship yard in West Bay City in 1873. The lake trades give employment to an enormous fleet of grain, coal and lumber carrying vessels, and Captain Davidson's thorough acquaintance with the service, his common sense and prompt work as a builder, soon attracted a large business to his yard. Bay City has proved a favorable location, the supply of white oak and other hard wood timber in the valley being practically inexhaustible. As the repairing of vessels is, to every ship builder, equally important, as a source of profit, with the construction of new ones, Captain Davidson in time established The Bay City Dry Dock, of which he is the proprietor. He is now the owner of considerable tonnage on the lakes and is vice president of The Lumbermen's State Bank of West Bay City, Mich., a director in The Old Second National Bank of Bay City, president of The Michigan Log Towing Co. of Saginaw, vice president of The Frontier Elevator Co. of Buffalo, director in The Bay Cities Consolidated Street Railway, and a manager of The Lake Carriers' Association, Cleveland, O.

ALEXANDER HENRY DAVIS, proprietor of realty, Syracuse, N. Y., is a son of the late Thomas T. Davis, a lawyer, and was born in Syracuse, N. Y., Oct. 19, 1839. His ancestors were English on both sides of the house. The family owes its origin on the paternal side to Thomas Davis, son of Sir Thomas Davis, Lord Mayor of London, who came to America in 1670. Alexander Henry on the maternal side was a kinsman of Patrick Henry of Virginia. Mr. Davis found himself after graduation from schools in Bridgeport, Conn., and Berlin and Munich, Germany, and after the study of law, ready to engage in affairs, but the Civil War broke out at that juncture and he went to the front in 1861, as lieutenant of artillery. Promoted to be Captain and Assistant Adjutant General, in 1863, and Major and Assistant Inspector General, in 1864, he retired in the year last named and returned to the pursuits of peace. For several years, he superintended coal mining and transportation enterprises, operated in real estate and stocks, and was at one time largely interested in street railroads in Louisville, Ky., and elsewhere. Mr. Davis owns a large property in coal mines. He dwells in one of the finest residences of Syracuse and is a man of fine character and attainments, a traveller, and a member of numerous clubs, including the Century of Syracuse; the Metropolitan of Washington; the Union of Boston; the Reform, Century and Lotos clubs and Loyal Legion of New York city; the Reform club of London; and the Royal Mersey and Eastern Yacht clubs. His marriage in October, 1868, to Caroline, daughter of John J. May of Boston, has brought him two children, May Henry and Ethel Henry Davis. Mr. Davis owns the steam yacht *Erl King* and the villa Floridiana in Naples, containing the Govi scientific library, closely associated with the Biological Laboratory in Naples.

ANDREW JACKSON DAVIS, the richest man of Montana, was a native of Wilbraham, Mass., and son of Asa Davis, a farmer, of Welsh descent. The young man received a good academy education, and began life in the dry goods business. From 1835 to 1860, he was connected with a trade in general merchandise in Iowa, most of the time on his own account, and then went to the mines in California, and a

little later, to Montana. Mr. Davis was a bachelor and remained so until the end of his days. There is a story of his having formed an attachment early in life with a worthy woman in the West, who, however, finally married another man, whereupon Mr. Davis resolved never to marry. He settled in Montana, just before the richest discoveries, prospected in the vicinity of Butte City, and met with remarkable good fortune. It is said that he took the Lexington mine for a \$50 debt, and gained a prize. After The Lexington Mining Co. had produced \$1,000,000, without exhausting its resources, Mr. Davis sold the property for about \$1,000,000. Mr. Davis was also interested in a large number of other mining claims, and held nearly a half ownership in The Butte & Boston Mining Co., formed to operate the Silver Bow group of mines of copper, gold, silver and lead. Of The Montana Smelting Works, which played an active part in reducing the ores of the neighborhood, he was the chief owner, a large amount of his wealth being derived from the operations of that concern. He took a lively interest in the development of the city of Butte and the improvement of its real estate, was president of The First National Bank of Butte, and nearly a half owner in The First National Bank of Helena. He died, March 11, 1890, at the age of seventy-one years, leaving \$1,000,000 to his nephew, Andrew J. Davis, and the balance of a fortune of \$9,000,000 to a brother, John A. Davis, and other relatives. The will has been in contest ever since.

HENRY GASSAWAY DAVIS, unquestionably the leading spirit in the development of the material interests of West Virginia, began life upon a farm in Maryland. Fifty years or more have flown by since he left the paternal roof to engage in battle with the world, and during that time he has built railroads, organized banks, opened coal mines and sat in the Senate of the United States, and otherwise played a useful part in the drama of national life. The changes which have taken place in his affairs are entirely the product of his own energy and acumen. He owes nothing to inheritance and if, in his later years, something came to him by favor, the smiles of fortune were won entirely by his own deserts. Born in Baltimore, Md., Nov. 16, 1823, he is a son of the late Caleb and Louisa Brown Davis. The father was in early life a merchant in Baltimore county and afterward engaged in farming and mercantile pursuits in Howard county. Although generally successful in business, reverses came to him toward the close of life, and he lost the greater portion of his accumulations. The mother was of Scotch-Irish lineage and of a family remarkable for the strength of character and mental endowments of its members. One of the sisters of Mrs. Davis was the mother of Arthur P. Gorman, United States Senator from Maryland.

An attendance for a few months in the Winter time at the country schools of Howard county gave the subject of this biography all the formal education he ever obtained. Acquaintance with the world, observation and reflection did all the rest. When the senior Davis died, the family were left in such circumstances as to make it necessary for Henry to lend his aid in their support. He was only a boy, but he went to work at once to lighten the burdens of the mother, who herself taught school as a means of support for herself and children. The first employment was given to young Davis by ex-Governor Howard, who had a fine plantation called Waverly. In time, Mr. Davis became superintendent of the place. He was a patient, persistent and observing young man and watched with especial interest the building of The Baltimore & Ohio Railroad through the section of country in which he lived. After completion

of the road, he secured a position thereon as brakeman, was advanced to the place of conductor, and in time appointed agent at Piedmont, near the crest of the Alleghany Mountains and then the most important station on the road outside of Baltimore.

Continually back and forth along the line and gathering a close acquaintance with the people and interests of the whole region, he finally put his experience and savings to use by resigning from The Baltimore & Ohio and going into business at Piedmont in company with his brothers, under the firm name of H. G. Davis & Co. They traded in general merchandise, but dealt largely in coal and lumber, shipping these products both East and West, and it was at this time that Mr. Davis laid the foundation of the fortune he now enjoys. As opportunity offered, he invested in coal lands in West Virginia. They were then entirely inaccessible and consequently of small market value, but when, in after years, his energy and activity had caused a railroad to be built through them, he profited by his foresight, industry and good judgment.

Mr. Davis realized more thoroughly than any other man of his day the possibilities of West Virginia, being well acquainted especially with every part of the region lying southwest from Piedmont. He knew that the vast natural resources of the coal and timber counties might lie untouched by man forever, unless transportation to the outside world could be provided for. It was his conception to build The West Virginia Central & Pittsburgh Railway, running from Cumberland along the banks of the Potomac to its source on the summit of the mountains and continuing beyond into the valleys on the Western slope of the Alleghanies. By opening up access to the coal and timber lands of the greatest value, he sprang at once into an important position in West Virginia affairs. Public life finally brought him into contact with men of prominence and wealth, and before he left the United States Senate he had enlisted several in the enterprise he had in mind. The road was the fruition of his labors, and he has been president of the company since its organization in 1881. Its prosperity is largely, perhaps wholly, due to the personal attention he has given it. The coal mines have since been opened and worked, and Mr. Davis is yet actively occupied with these interests.

He is at present president of The West Virginia Central & Pittsburgh Railway, The Piedmont & Cumberland Railway and The Davis National Bank of Piedmont, founded by him, and is a large shareholder in The Davis Coal & Coke Co., and other corporations engaged in the development of the country adjacent to his lines of railroad. In the management of some of these enterprises, his son-in-law, Stephen B. Elkins, now United States Senator, co-operates with him.

In Tucker county, W. Va., at an elevation of 3,100 feet from the sea, and not more than 250 miles therefrom, in the midst of magnificent timber forests underlaid with coal, is the town of Davis, located less than ten years ago by the subject of this sketch, after whom it was named. It is now a prosperous community of 2,500 people. In 1890, The West Virginia Central & Pittsburgh Railway was extended into Randolph county, W. Va., and a town was laid out by Senator Davis and his business associates, to which was given the name of Elkins. Here, Senator Davis has established his home and built one of the finest residences in the State.

Mr. Davis is a Democrat in politics, and his public services began in 1865, when he became by election a member of the House of Delegates of West Virginia. Later, he served twice in the State Senate, and was United States Senator, 1871-1883, then declining re-election. He has been frequently mentioned for Governor of the State,

but has so far been too much occupied to accept a nomination. He did accept a seat as one of the American delegates to the Pan-American Congress, however, took an interested part in the proceedings of that body and became a member of the Intercontinental Railway Commission.

In 1853, he was married to Miss Kate A. Bantz, daughter of Gideon Bantz, of Frederick, Md., and they have five children, Hallie D., wife of Stephen B. Elkins, United States Senator; Kate B., wife of Lieut. Commander R. M. G. Brown, U. S. N.; Miss Grace T. Davis, Henry G. Davis, jr., and John T. Davis.

Mr. Davis is well known throughout the United States. Baltimore and New York are both important points of distribution for his coal and he is frequently called to both places by business interests, and is a member of the Manhattan club of New York and the Merchants' club of Baltimore. He has travelled widely, but has never lost his love of home, and has given many practical proofs of his attachment to the places in which he has dwelt. To Piedmont, W. Va., his former home, he gave a handsome building, now known as the Davis free school. During the Winter of 1894-95, he sent a letter to the Governor of West Virginia offering to give \$50,000 for the establishment of a girls' industrial school upon certain conditions to be fulfilled by the State, and the Legislature has appointed a committee to confer with him on the subject. At Elkins, he has also built and given to the Presbyterian parish a beautiful stone structure, known as the Davis Memorial Church, and, in company with his son-in-law, Senator Elkins, is about to endow a Presbyterian college, to be located at Elkins. His vigor of mind and body, at the age of seventy-three, is remarkable. Life has been full of toil, but his spirit is as buoyant, his interest in affairs as keen, and his activity as driving, as when he first twisted a brake on the Baltimore & Ohio Railroad.

EDWARD LIVINGSTON DAVIS, manufacturer, Worcester, Mass., son of Isaac and Mary H. E. Davis, was born in Worcester, April 22, 1834. Trained for a profession, a graduate of Brown university in 1854, a student of law and then a practicing attorney, he soon left the laborious and not always bountifully rewarded field of the law, and entered the more hopeful enterprise of a partnership with Nathan Washburn and George W. Gill in the manufacture of railroad iron, car wheels and locomotive tires. Of The Washburn Iron Co., formed in 1857 to carry on the business, Mr. Davis was treasurer until 1882, when he retired, his attention to the finances of the concern having met with ample success. Since 1882, he has been occupied with investments, and has been a director of The Boston & Albany, The Norwich & Worcester, and The Vermont & Massachusetts Railroads, and an officer of several local institutions. Mr. Davis is not much of a politician, and, although he served as Mayor of Worcester in 1874 and State Senator in 1876, he has declined other political honors.

HORACE DAVIS, miller, San Francisco, Cal., born in Worcester, Mass., March 16, 1831, descends from an emigrant who came from Kent, in old England, as early as 1634, and is the son of John Davis, once Governor of Massachusetts and United States Senator, and Eliza Bancroft, his wife. This was a farming family for generations, but its present representatives are finding their way into commercial affairs. It is in the flour trade that Horace Davis has made his reputation, although after his graduation at Harvard college, followed by removal to California in 1852, he spent several years in a variety of employments, and during 1857-60, sailed in coasting schooners as mate or master. In 1861, Mr. Davis engaged in the manufacture of flour, and is now

president of The Sperry Flour Co., a concern with \$10,000,000 of capital, which, a few years ago, bought the plant and good will of nine flour milling firms in California, including his own, and has since operated them with profit to all the shareholders. He is also a director in a savings bank or two. One son, Norris King Davis, has blessed his union in marriage with Miss Edith S., daughter of the Rev. Thomas Starr King. Mr. Davis is something of a politician, has served on the Republican State Committee, and was a Member of Congress, 1877-81, and a member of the Republican National Committee, 1880-88. He belongs to the University club and many societies in San Francisco, and, 1886-90, was president of the trustees of the University of California.

JOHN T. DAVIS, merchant, St. Louis, Mo., who died April 13, 1894, at the age of fifty-two, was one of the most prominent business men of his city. The first wholesale dry goods house in St. Louis was established by his father, Samuel C. Davis, many years ago, under the name of Samuel C. Davis & Co., and became the largest and most profitable house of its class west of the Mississippi. After the death of the founder in October, 1882, John T. Davis succeeded as head of the concern. It is sufficient praise to say, that Mr. Davis was as good a merchant as his father, different in many respects, but keen, energetic, capable, and conservative. It is understood that he gained possibly the largest fortune in St. Louis. During the latter part of his life, he organized the dry goods establishment with great care and was able to withdraw from a part of the labor of management, leaving the actual work to men who had grown up from boyhood in the house. An extended wholesale trade naturally awoke his interest in the promotion of railroad lines, by which the traffic of St. Louis could be transacted, especially to the South and West, and Mr. Davis bore a part in those enterprises. Of The State Bank he was vice president and of The St. Louis Trust Co. a director; and his confidence in the continued growth of the metropolis of Missouri influenced him to invest several million dollars in real estate in the heart of the city. Affable, courteous, and easily approached, although of retiring disposition, he was always well liked socially. The annual Veiled Prophet's show in St. Louis was organized by him, among others, and he belonged to the St. Louis and University clubs and the Merchants' Exchange. Politics never awoke his ambition, although he might have been elected to any office in the gift of the community. Mrs. Davis and three children survived him.

PERRY DAVIS, chemist, born in Dartmouth, Mass., July 7, 1791, the son of Edmund and Sarah Davis, lived until May 12, 1862, and came into publicity as a manufacturer of medicines. While a youth, he injured his hip by a fall on a raft and suffered much pain and illness for years, and the medicine which he afterward invented was designed to cure his own malady. In 1838, he removed to Pawtucket, R. I., and invented a mill to grind grain, and in Taunton and Fall River engaged in their manufacture. Burned out July 3, 1843, he removed to Providence and began the manufacture of a popular remedy, which became known as Perry Davis's Pain Killer. Through his energy and persistent advertising, this and other medicines made by him came into use throughout nearly the whole world. Branches and agencies grew up under his direction in all parts of the globe, and for many years he derived a large income from enormous sales. Mr. Davis was a devout Christian and generous donor. Among his gifts was the erection of the Fifth Baptist church of Providence. The business founded by him fell, in 1862, under the management of his son Edmund, who conducted it until his death in 1880. The latter had three children, Edmund W. Davis and Ida, wife of Horace S. Bloodgood,

and Eva Davis. Since 1880, Mr. Bloodgood has managed the business, but has latterly been assisted by Edmund W. Davis, a young man of fine physique, an athlete, an expert with rod and gun, and member of the Manhattan, Country and Racquet clubs of New York city.

THEODORE DEAN, Taunton, Mass., originated upon a farm in Raynham, Mass., Dec. 31, 1809, and was fitted for a career at the free grammar schools and Bristol academy. When eighteen years of age, aspiring to intellectual pursuits, he began teaching school, and was occupied with that vocation for four Winters. Later, Mr. Dean became a manufacturer of ships' anchors at the Old Anchor Forge in Taunton, conducted by his father and said to have been the most ancient of its class in America. This establishment descended to him, and was operated by Mr. Dean for a long term of years and until after the Civil War. During the latter part of his life, financial affairs engrossed his attention, and he managed The Bristol County National Bank as its president. At his death, in Taunton, Jan. 19, 1885, Mrs. Dean survived him with two children, Mrs. Florence Dean Stickney and Miss Bertha Dean. His remains repose in the ancestral cemetery in Raynham.

HENRY F. DE BARDELEBEN, financier, Birmingham, Ala., well known throughout the South, was born in Prattville, Ala., in 1840. The late Daniel Pratt took a great fancy to Henry while a boy, and employed him in the Daniel Pratt Cotton Gin factory, then the principal industry of Prattville and even to-day a thriving concern. There the youth remained until he had reached man's estate, when he married the only daughter of his benefactor. Upon the death of Mr. Pratt, Mrs. De Bardeleben inherited about \$150,000 from her father, and this was the beginning of the good fortune of the young couple. Mr. De Bardeleben was one of the pioneers in the movement for rebuilding the fortunes of the South after the Civil War. The first venture, the Alice iron furnace, proved a fortunate one, and led to a gradual extension of his investments to nearly all the numerous enterprises, which have finally been consolidated in the ownership of The Tennessee Coal, Iron & Railroad Co., of which Mr. De Bardeleben is now general manager and president. Since 1880, he has been a resident of Birmingham.

CHARLES H. DEERE, manufacturer, Moline, Ill., an energetic and practical man and a successful producer of agricultural implements, was born March 28, 1835, in Vermont. While he was yet a small child, his father removed to Grand De Tour, Ill., and remained until the boy was twelve years of age, when the family moved to Moline. The name of Deere has since been intimately connected with the growth and prosperity of that town. Mr. Deere is a man of rare business capacity and sound judgment, and is now chief owner and president of two establishments, both of which have grown from modest beginnings to immense factories, employing large forces of skilled mechanics and constituting the principal industries of this busy city. His companies are Deere & Co., or The Moline Plow Works, makers of plows, harrows, cultivators, sulky wheel and lister plows, and The Deere & Mansur Co., makers of corn and cotton planters, seeders, horse hay rakes, etc., etc. Mr. Deere has been engaged in manufacturing plows all his life, and his plant is the largest of its kind in the United States. His old firm of Deere & Co. has now been incorporated under its own name with a capital of \$1,500,000. The location of this city on the Mississippi river supplies unrivalled facilities for transportation and distribution, and his plows turn the soil of millions of

acres of American farms annually. Mr. Deere has established large depots for the sale of his implements at St. Louis, Kansas City, Council Bluffs, Keokuk, Des Moines, Decatur, Minneapolis, and San Francisco. The large factories have brought great prosperity to the city as well as to their owner. Mr. Deere is president of The People's Savings Bank, a position due both to his financial standing and probity of character, and is also interested in various other companies in Moline and Chicago, and was one of those who took hold of the Lake Street Elevated Railroad and finished it. He is now a director in the company and a member of the Union League club in Chicago. A manufactory of steel and iron in Moline is now being built with his aid. In politics Mr. Deere is a Republican and an advocate of a protective tariff. Many of his products are patented articles, but Mr. Deere maintains that there is the same necessity for protection to a patented implement as in the case of an article not patented. Mr. Deere held the office of the president of the Board of Labor Statistics of the State from its formation until his successor was appointed by Governor Altgeld; was Presidential Elector during the first Harrison campaign, and served as State Commissioner to the World's Columbian Exposition.

WILLIAM DEERING, manufacturer, Chicago, Ill., born in Oxford county, Me., April 24, 1826, descends from an English emigrant of 1634. The family is a numerous one in Maine, and a town near Portland has been named in their honor. James and Eliza Moore Deering, parents of William, were earnest Christians and excellent people. Their boy went to work at an early age and became manager of a woolen mill while yet a young man. In 1870, he took an interest in the manufacture of the Marsh mowing machine, and, sanguine of success, if he could be near the grain fields of the West, removed, in 1873, to Evanston, Ill., where he opened a factory and where he yet resides. It is said that one can make anything he pleases of a boy, if one begins with the boy's grandfathers. Mr. Deering's grandfathers were capable people, as the annals of Maine bear witness, and the subject of this sketch has justified the proverb. Controlling a good patent and pushing his business with spirit, he found himself, in 1880, compelled to move the works to Chicago and build a larger plant. Thousands of men are now employed. In 1894, the old firm of William Deering & Co. took out a charter as The Deering Harvester Co., capital \$6,000,000, Mr. Deering controlling proprietor. In the automatic binding of grain, Mr. Deering has been from the first a leader, and his patents have made his twine binding harvesters well known and successful. The enormous amount of capital required by the Deering industry is indicated by the fact, that the concern sometimes has a million dollars on deposit in the banks at one time.

Mr. Deering has investments in cordage factories and banks and his real estate is exceedingly valuable. In politics, always a Republican, he has refused public office since the time, when, as a young man, he became a member of the councils of Governors Chamberlin and Perham in Maine. Men who possess the money earning power are, apparently, by a law of Providence, the most philanthropic; and Mr. Deering has subscribed liberally to charities and institutions in Chicago, and is a trustee of the North Western university.

He has been twice married first to Miss Abby, daughter of Charles and Joanna Cobb Barbour of Maine, Oct. 31, 1849. Their son, Charles Deering, born in 1852, is now secretary of the Deering works. Deprived of his wife, by death, Mr. Deering married, Dec. 15, 1857, Miss Clara, daughter of Charles and Mary Barbour Hamilton.

This union has brought them two children, James Deering, now treasurer and general manager of the Deering firm, and Abby Marion Deering. Tall, sparely built, unassuming in manner, reticent in business hours, and absorbed in the care of a vast industry, Mr. Deering is, in the hours of social leisure, an affable and genial companion.

JOHN DE KOVEN, banker and financier, a gentleman of prominence in the business and social life of Chicago, Ill., was born in Middletown, Conn., the date of his birth being Dec. 15, 1833. History records the arrival of his father's ancestors in this country from Holland, and his mother had the distinction of descent from Governor Winthrop of Massachusetts. Something in the way of strength of character, activity of mind, and delicacy of feeling came to Mr. De Koven as a birthright by inheritance from his family. The traits which have made him one of the most graceful entertainers in Chicago were certainly not derived wholly from early education, which was limited to the grammar school of Columbia college, and two years of instruction by his brother, the Rev. Dr. Henry De Koven, previous to his entrance to the busy world of affairs down town in New York.

At the age of sixteen, Mr. De Koven made an unnoticed entrance into the business world, as clerk in an importing house in New York city, where he remained until he was twenty-one. The compensation was moderate but the training excellent and, during his minority, Mr. De Koven gave promise of future success by his diligence and ability. Having reached the age, at which the law made him his own master, he plunged into the West early in 1855, having borrowed \$100 for that purpose, settled in Chicago, and mastered something of the practical part of finance as an employé in the banking house of J. H. Burch & Co. Later, as cashier of The Merchants' National Bank and The North Western National Bank, he spent many years in contact with important affairs, did much to promote the convenience of the merchants of Chicago, and develop the business interests of the city, and forwarded various enterprises, which increased his own prosperity. Mr. De Koven had already become a sound and successful business man, when in 1874, he inherited about \$200,000 from his father's estate at the death of his mother, but the latter incident enlarged his usefulness, and has enabled him to become a more active factor in the management of important enterprises. He is now a director of the The Merchants' Loan & Trust Co. of Chicago, The American Surety Co. of New York, The Lake Shore & Michigan Southern Railroad, The Chicago, Rock Island & Pacific Railway, The Chicago Title Guarantee & Trust Co., and The Pullman Savings Bank, and otherwise related to the business life of the day. He is also a director in The Telephone & Telegraph Construction Co. of Detroit, in which several very strong men are associated, as well as in The Chicago Telephone Co.

To Mr. De Koven and his wife, Helen Hadduck (daughter of a prominent merchant of Chicago), whom he married Feb. 16, 1858, was born one daughter. Mrs. De Koven died March 24, 1886; and, on April 8, 1890, Mr. De Koven married Annie Larrabee, a lady of unusual abilities. They have no children. The social inclinations and refinement of Mr. De Koven are denoted not only by his well known hospitality at home, but by membership in a number of first class clubs, including the Chicago, Union, Washington Park and Commercial of Chicago, the Union of Cleveland, the Union, Metropolitan and Manhattan of New York, the Jekyll Island club of Georgia, and the Kebo Valley and Mt. Desert clubs of Bar Harbor, Me. Mr. De Koven finds time for travel, and is an unusually well-informed man.



John D. Korn

DANIEL LAKE DEMMON, merchant, Boston, Mass., started in life modestly enough, but, being no common man, made his mark when opportunity came, and has long been known as one of Boston's substantial citizens. Originating in the Green Mountain State, Oct. 17, 1831, the son of Reuben Demmon, he learned all that was needed for a business career in the schools of Cambridge, Mass., and then took a place in the store of L. Beebe & Co., New Orleans merchants. Later, he was bookkeeper and next the partner of Edward Walker, a wholesale provisions merchant, and, afterward, had exactly the same experience in the house of Atherton, Stetson & Co., who carried on a trade in boots, shoes and leather. Economy, hard labor, and a talent for dealing with the problems of trade can have only one result; and with the surplus means which he slowly accumulated, Mr. Demmon at last became able to take advantage of opportunities for investment. An interest in the copper mines of Lake Superior which were developed mainly, if not entirely, with Boston capital, has brought him large returns. He is manager and treasurer of a copper company. Mr. Demmon built the Boston Tavern in 1887-88, and has had the pleasure of seeing that and other real property which he possesses grow to considerable value.

MARCUS DENISON, merchant, Baltimore, Md., conducted a successful grocery business in that city for over half a century in one locality. Born in Baltimore, Oct. 25, 1800, a son of John Morgan Denison of Londonderry, Ireland, he was educated in Baltimore and began life as a grocer's clerk. When he had finally started in his own behalf, he gained a fortune by constant application, good management and upright character. In 1827, he married Matilda Roach, daughter of John Roach, a native of Plymouth, England. They had nine children, three of whom yet survive: John Marcus Denison of Baltimore; Mary Louisa, wife of John L. Russell of Troy, N. Y.; and David Stewart Denison, formerly of the United States Army. One daughter, Mrs. Charles P. Montague, was the mother of the beautiful Mrs. Alexander Brown, wife of the banker of that name. John M. Denison was formerly connected with his father's business, but in 1860, became a banker and broker. The late Gen. A. W. Denison, postmaster at Baltimore at the time of his death, was his brother. Mr. Denison died Jan. 26, 1875, at the home of his daughter, Mrs. Montague, on Charles street, Baltimore.

ALFRED LEWIS DENNIS, merchant and financier, Newark, N. J., was born in Newton, N. J., April 4, 1817, and died in Newark, Dec. 8, 1890. His father, Ezekiel Dennis, was of Welsh ancestry. The early educational advantages of the subject of this memoir were limited, but used to such good purpose and followed up with such an earnest spirit of self-improvement, that all the education needed for a business career was obtained. At twelve years of age, he left his humble home and entered upon active life as clerk in a store in Newark. He subsequently established in that city a publishing and book business, in which his brother, Martin R. Dennis, became a partner, forming the well known firm of A. L. Dennis & Bro. But his business capacity soon sought a larger scope, and Mr. Dennis became a dealer in leather and especially an importer of the finer goods in that line. The firm of A. L. Dennis & Co., at 25 Park Row, New York, was well known and prominent in the trade from 1850 to 1860. He was interested also, at this time, as a partner in the banking house of Abram Bell, Sons & Co., then located at 25 Park Row.

Retiring from active business in 1862, he gave his attention thereafter to duties and responsibilities in various corporations with which he had become identified, either



A. L. Sumner

as an officer or director. He had been elected vice president and also a director in The Naugatuck Railroad, at present a part of the New York, New Haven & Hartford system, and was also a director in The New Jersey Railroad & Transportation Co., The National Newark Banking Co., and The Howard Savings Institution of Newark.

In 1864, the stockholders of The New Jersey Railroad & Transportation Co. elected him president and he served in that capacity until the company was merged with the other main lines between New York and Philadelphia, under the title of The United New Jersey Railroad & Canal Co., which was subsequently leased for a period of 999 years to The Pennsylvania Railroad Co. Mr. Dennis was an influential advocate of this great transaction and an active party in its consummation, and by it the shareholders of The United Railroads secured from the Pennsylvania company a guarantee of an annual dividend of ten per cent. on their stock. The prosperity of both The Naugatuck and The United New Jersey companies has been phenomenal, and the stock of both corporations has been quoted for many years at from two to two and a half times its par value. Mr. Dennis retained his directorship in The United Railroads of New Jersey and was subsequently elected president, which position he held to the end of his life. He was also a director of The Delaware, Lackawanna & Western Railroad, The National Bank of Commerce, and The Mercantile Trust Co. of New York, and at the time of his death was either an officer or director in twenty-nine other corporations.

His life was a happy illustration of the honors and rewards of business fidelity and industry, when combined with high principle and unswerving integrity. As a business man, his character was unclouded and unimpeachable. He had excellent judgment, and adhered with staunch consistency to sound, conservative and unquestionable methods of finance. His name was known among the highest circles of the financial world as that of a man who could be trusted and with whom it was a satisfaction to transact business. He occupied for some years before his death the trusted position of Financial Agent of The Pennsylvania Railroad in New York city, and many large and important transactions of that company were negotiated through his personal influence.

His private life was simple and unostentatious. He was interested in many charitable and benevolent enterprises, and liberal in his gifts along the lines of religious and philanthropic effort. To his native town of Newton, he gave a public library, which now bears his name. His life teaches the old and ever valuable lesson that true success comes only through tireless industry, guided and inspired by singleness of purpose. It emphasizes also the priceless value of unswerving loyalty to right, and the assured rewards of exemplary living.

Mr. Dennis was married, in 1841, to Miss Eliza Shepard, of Norfolk, Conn., who died in 1881. He was married again, in 1884, to Mrs. Jeannie Cooper, of Boonton, N. J., who survives him. Children by the former union are living, as follows: The Rev. James S. Dennis, D.D., Frederic S. Dennis, M.D., Samuel S. Dennis, Warren E. Dennis and Mrs. James C. Bell, jr.

WILLIAM DENNISON, lawyer and banker, Columbus, O., was born in Cincinnati, O., Nov. 23, 1815, and died in Columbus, June 15, 1882. As the son of a successful business man, he had the good fortune to receive an excellent education and graduated at Miami university in 1835. Mr. Dennison was a man of more than ordinary ability, and after he had studied law in Cincinnati under Nathaniel Pendleton and Stephen Fales, he settled in Columbus to practice, and speedily rose to prominence in his pro-

fession. In 1848, politics and practical affairs compelled him to relinquish the law. The fortune which he acquired came to him mainly through purchases and improvements of real estate, but in part through his management of The Exchange Bank and of The Columbus & Xenia Railroad, of both of which he was president. In politics, Mr. Dennison was a Republican. In 1848, he was elected to the Legislature, and in 1856, to the national convention of the Republican party as a delegate. During the first two years of the Civil War, 1861-62, he served as Governor of Ohio, and induced the Legislature to appropriate \$3,000,000 to protect Ohio from invasion and save the Union. When Ohio was called upon by President Lincoln for 11,000 volunteers, Governor Dennison offered 30,000. Taking possession of the telegraph lines and railroads of Ohio in the name of the State, he pursued a policy so vigorous in every respect as greatly to promote the cause of the Union. In 1864, he again attended the Republican national convention as a delegate, being made chairman of that body. President Lincoln and Governor Dennison were very close friends, and during 1864-66, the latter filled the office of Postmaster General of the United States, by Presidential appointment. Mr. Dennison remained an active factor in Republican politics until the day of his death, was a supporter of John Sherman for the Presidential nomination, and was himself supported for the United States Senatorship from Ohio by a large element in his party. Mrs. Anna E. Dennison, his wife, survived him.

NEWLAND TALBOT DE PAUW, banker and manufacturer, New Albany, Ind., was born in Salem, Ind., Sept. 5, 1856, a son of the late Washington Charles De Pauw and of Kate Newland, his wife. The first member of this family in America, Michiel de Pauw, fifth of the Dutch padroons, established himself at the mouth of the Hudson river in 1621, in the principality of Pavonia, embracing Staten Island and Dutchess county, N. J. After the American Revolution, the family found its way into the West, and, as agent of Washington county, Ind., John De Pauw surveyed and sold to settlers the lots at the county seat of Salem. John De Pauw was a lawyer, judge and general.

His son, Washington Charles De Pauw, born in Salem, Ind., Jan. 4, 1822, was a remarkable man. Reared in a region yet almost a wilderness, inhabited largely by red men, he gained while yet in middle life a modest fortune in flour milling and the grain trade. Devoting himself to study of the manufacture of plate glass, Mr. De Pauw succeeded finally after ten years of experiment, and he established a factory for its production in New Albany, Ind. The De Pauw Plate Glass Works which he created grew to enormous proportions and became one of the great industries of Indiana, employing over a thousand men, disbursing large sums annually in wages, and stimulating other forms of business. The W. C. De Pauw Co. was also founded for the manufacture of single and double strength window glass, fruit jars, etc. Mr. De Pauw was a large improver of real estate in New Albany, and, during the Civil War, made large purchases of United States bonds, which amply rewarded him for loyalty to the Union by their increased value, when the credit of the Government had become fully established. Mr. De Pauw gave \$1,500,000 to De Pauw University at Greencastle, Ind., founded the De Pauw Female College in New Albany, and helped build churches and endow other institutions. He died in Chicago, May 5, 1887, leaving a fortune of several millions, mainly to his sons, Newland T. and Charles W. De Pauw.

Newland T. De Pauw began life as messenger in a bank, and later graduated from Asbury University in Indiana. His struggles in early life were only such as a wise

father thought necessary for the development of self-reliance and character. After graduation, the young man became cashier in the De Pauw glass works, then manager and finally president. Mr. De Pauw proved a capable man, and has been able to bring his works successfully through the depression of recent years. Admired by his employes, he is in fact held in high esteem by all classes of the community. Large interests throughout Indiana come in part under his administration, including The W. C. De Pauw Co., of which he is president, The New Albany National Bank, The Ohio Falls Iron Works, The Merchants' National Bank, of which he is also president, The New Albany Manufacturing Co., makers of machinery and castings, and The New Albany Rail Mill Co., makers of rails, fish bars, sheet iron and steel, castings, spikes, bolts and cable railroad material. He is also connected with two institutions in Indianapolis, The Bank of Commerce, of which he is president, and The Union Trust Co., in which he is a director. He was married in Evansville, Ind., in October, 1879, to Miss Carrie Akin, and has two children, Kate Newland and Jennie De Pauw. His clubs are the Pendennis of Louisville and the Columbia of Indianapolis, and Mr. De Pauw also belongs to the Sons of the American Revolution, the Masonic order and Phi Beta Kappa Society.

WILLIAM M. DERBY, financier, Chicago, Ill., was born Dec. 19, 1824, in Northern New York. His family, farmers in Canada, were associated with officers from the French and English armies, who had received land allotments throughout Canada. The subject of this sketch secured an education near Richmond, Canada, paying for his tuition from his own earnings. At the beginning a farm superintendent and railroad contractor, and, after his arrival in Chicago in 1857, a large real estate builder and financial operator, Mr. Derby devoted great energy to all his labors and gained a fortune. His wife was Frances M. C. Wood. Mr. Derby was an attractive man of pleasing manners and an early member of the Calumet club and life member of the Chicago Historical Society. He died in Chicago, Dec. 6, 1892, leaving three children, William M. Derby, jr., Mrs. Gertrude S. Walker and Mrs. Frances D. Cleave.

WILLIAM GREEN DESHLER, banker, a highly esteemed resident of Columbus, O., was born in that city, May 24, 1827, son of the late David W. Deshler. The Teutonic ancestors of the Deshler family migrated to Pennsylvania in 1732. Mr. Deshler began his business career as teller of the Clinton Bank in 1842. His youth, politeness, readiness and attention pleased not only the patrons of the bank, but the stockholders; the latter gave him frequent promotions, and a banker he has always remained. After long service as president of The National Exchange Bank, he retired in 1892. By careful saving and prudent investments in real estate and railroads, Mr. Deshler has risen to wealth. During the entire incumbency of Secretary Chase, Mr. Deshler was confidentially connected with the United States Treasury Department. At present, he holds the offices of president of The Central Ohio National Gas Co. and treasurer of The Corning Oil Co., and has been an active member of The American Bankers' Association from organization and for many years of its executive council.

FRANKLIN GORDON DEXTER, financier, Boston, Mass., was born in December, 1825. Franklin Dexter, his father, is remembered by older men of the present generation as a lawyer of very strong powers and eminent reputation, while his mother, Elizabeth Prescott, was a grand daughter of Col. William Prescott of Bunker Hill fame. Six generations ago, the ancestors of Mr. Dexter occupied a pulpit and

preached the gospel to the people of Dedham, Mass. F. Gordon Dexter was educated in private schools, and, at the age of nineteen, went to India for business purposes for Samuel Austin, a Boston merchant. Practical affairs claimed his attention for half a century and he did not retire from active management until 1893. From his father, Mr. Dexter inherited a moderate fortune, and by operations in real estate and railroads has increased his patrimony materially. He is an owner in The Union Pacific and other western railroads and in various trust companies, etc., and has been a director in several, and he is a member of excellent clubs, including the University of New York city.

WIRT DEXTER, lawyer, Chicago, Ill., established a lucrative practice of his profession, and acquired a large interest in timber lands in Michigan and lumber manufacturing, and when he died, May 17, 1890, he left a million dollars to his wife, Mrs. Josephine Dexter, and his children, Samuel and Katherine. A lineal descendant of Samuel Dexter, member of the cabinet of President John Adams, and son of Samuel Dexter, a well known lawyer, he was born in Dexter, Mich., in 1833, and was well educated. Settling in Chicago, he had the good fortune to gain a profitable corporation practice and to have the management of many important cases. In his later years, he was general solicitor for The Chicago, Burlington & Quincy Railroad.

MICHAEL HENRY DE YOUNG, proprietor of *The San Francisco Chronicle*, a native of St. Louis, Mo., 1848, far surpassed most of the boys he knew in brightness of mind and courage. At the age of seventeen, his brother Charles and he established in San Francisco a little newspaper called *The Dramatic Chronicle*, which they converted, shortly afterward, into *The San Francisco Chronicle*. Since 1879, this newspaper has been conducted solely by M. H. De Young, who has made it the largest and probably the most prosperous west of St. Louis. Mr. De Young possessed the art of making his paper talked about. He attacked those suspected of wrong doing, fearless even of the violence repeatedly threatened, and kept the paper so constantly before the public eye that *The Chronicle* long enjoyed entire supremacy in San Francisco journalism. It is an excellent property. The first high office building in San Francisco was built by Mr. De Young, as a home for his newspaper, and is of the modern style of construction, having a steel frame. A part of the building is leased to other tenants. Mr. De Young has other large investments in real property. He has served several times on the Republican National Committee, and been prominently named for United States Senator. The California Mid-Winter Fair, of 1893-94, was devised by him, and, as its Director General, he devoted his whole time to its management.

THOMAS DICKSON, financier, Scranton, Pa., was a Scot by decent, the original home of the family having been at Lander in Berwickshire. Thomas Dickson, his grandfather, of the 92d Highland regiment, fought for the crown in more than fifty battles, including Waterloo. James Dickson, son of the old warrior and a wheelwright, sought a home in the new world in 1832, and, not being prospered in Toronto, Canada, where he made his first essay, tried by turns farming at Dundaff, Pa., during 1834, work as a mechanic in New York city after the great fire, 1835-36, and finally, after 1837, in Carbondale, Pa., work as master mechanic for The Delaware & Hudson Canal Co.

Thomas, son of James, born in Leeds, England, March 26, 1822, died in Morristown, N. J., July 31, 1884. Mr. Dickson was introduced into the arena of life in the modest capacity of driver of a mule, belonging to The Delaware & Hudson Canal Co., at a compensation of ten cents a day. Thinking that the arduous responsibility of

managing a mule was entitled to a higher reward, he struck for an advance of two cents a day and got it. About 1838, a clerkship was offered him in a country store in Carbondale, from which he went to the store of Joseph Benjamin, and, in 1845, formed a partnership with the latter, retaining it until 1856. In 1852, Mr. Benjamin and he bought an interest in some foundry and machine shops, and this venture finally revealed to Mr. Dickson a new sphere, in which he might excel. In 1856, with the experience acquired and in company with his father, two brothers, John A. and John L., and others, he started the firm of Dickson & Co. in Scranton, to manufacture machinery and stationary engines. Their capital was small but sufficient and they made such very good progress that, in May, 1862, the partners re-organized as The Dickson Manufacturing Co., the concern continuing to grow until the capital of \$75,000 had become \$1,500,000 and the works gave employment to 800 men. Mr. Dickson was president until 1867.

It was in The Delaware & Hudson Canal Co., however, that Mr. Dickson won his principal fame. He entered the service as superintendent of the anthracite coal department in 1856, became general superintendent in 1864, vice president in 1867, and in 1869, president of the company, holding the latter office until his death, except during a tour around the world in 1871-72. He made that enterprise a great corporation.

By investment of his earnings, Mr. Dickson became a large stockholder in the canal company, director of The Mutual Life Insurance Co., The Crown Point Iron Co., The Chateaugay Ore & Iron Co., and The Hudson River Ore & Iron Co., and stockholder in quite a number of other iron and coal companies and in banks and other enterprises. A Presbyterian and a trustee of Lafayette college, a member of St. Andrew's society, he was in every relation, public and private, a man of great usefulness. The panic of 1873 so taxed him that his health was permanently impaired.

He married, Aug. 31, 1846, Mary Augusta Marvine, daughter of Roswell E. and Sophia Marvine, of New York, and had five children, four of whom survived him, James P., Joseph B., Sophia, wife of Thomas F. Torrey, and Elizabeth, wife of Henry M. Boies, president of The Dickson Manufacturing Co. The family made their home in Scranton, but maintained a handsome country place in Morristown, N. J.

HENRY DISSTON, manufacturer, Philadelphia, Pa., born in Tewkesbury, England, in May, 1819, died in Philadelphia, Pa., March 16, 1878. His father removed to Philadelphia in 1833, but died three days after arrival, leaving Henry and his oldest sister alone in a strange land. The lad managed to get some little education, and then bound himself as apprentice to a saw maker. Saws were then made by hand. Mr. Disston liked the trade, learned it thoroughly, saved his money, and, in 1843, with a capital of \$350, started a small shop for making saws in a basement near Second and Arch streets, Philadelphia. Having more ability than means, he built a furnace with his own hands, made his own tools, performed all the labor, in fact, of fitting up the shop, and made the first saws himself. The first few years brought little success and much hardship. Discouragements were many, one of them being a boiler explosion in the shop; but determination came to his aid, and, although he had to sell his product at a very small advance over cost to compete with foreign saws, a paying business finally grew up and Mr. Disston was able to employ several assistants. The year of 1846 found him in a new location and larger quarters, and, after being burned out in 1849, he built a yet larger factory. After 1861, the Morrill protective tariff aided the

infant industry greatly. To Mr. Disston belongs the honor of having achieved, what others had attempted in vain, the manufacture of saws by machinery. One by one, old hand processes were replaced by mechanical devices, invented or improved by Mr. Disston; and he made many improvements in addition, including movable teeth. He was the first man successfully to roll steel saw plates in America; and excellence of material and workmanship both finally made the Disston saws the standard tools of their class all over the world. The Key Stone Saw Works, which he founded, are now a great establishment, employing hundreds of skillful men. In 1883, they were removed to Tacony, Pa., where a branch factory had previously been in operation. Mr. Disston released the United States from the dominion of foreign makers by supplying better hand and back saws, and at a lower price, than those previously imported. When his five sons were old enough, they were taken into partnership under the name of Henry Disston & Sons. Mr. Disston was always generous in his charities. He was a Presbyterian, a Republican, a Presidential Elector in 1876 and a member of St. George's Society and the Masonic order.

OLIVER DITSON, publisher of music, bore a name which was more widely known in America and more of a household word than that of many of our Presidents and greatest statesmen. His life did more than simply found a great business house or amass a fortune. While those were interesting results of his energetic career, his greatest title to memory springs from the sweetness, purity and breadth of his character and the fact that he popularized music and brought happiness into millions of homes of America by the diffusion of the best and brightest songs and compositions, whose price he made so low as to put them within the reach of all.

Born Oct. 20, 1811, in Boston, Mass., at the lower end of Hanover street, nearly opposite the residence of Paul Revere of the American Revolution, and during the same year as that which gave birth to Charles Sumner, he was one of the seven sons of a ship owner and of Scottish lineage. In Boston, he spent his life. Graduating from the North End public school, young Mr. Ditson entered the book store of Col. Samuel H. Parker on Washington street, near Franklin, as an apprentice at the age of twelve. There, he not only sold books and music, but read eagerly the treasures of literature upon the shelves of the store. Colonel Parker was then reprinting the tales of Sir Walter Scott, and these novels made an impression upon the sensitive mind of the gentle boy, which was never effaced. In order to learn the printer's trade, the young man left the store for a time and acquired all that he wanted to know in the offices of Isaac Butts and Alfred Mudge. He then returned to the book store, and, with wider knowledge, made himself indispensable. Meanwhile, be it said, his wages were applied to the support of his father and mother and were nearly all they then had to rely upon.

About 1834, the store burned down but some of the books were saved, and, with his faithful young friend, Colonel Parker resumed business in an old wooden building on Washington street, near School, and afterward at a single counter in the "Old Corner Bookstore," then owned by William D. Ticknor. This store is yet in existence under that name, and, near the Old South church across the way, is one of the institutions of Boston. There Mr. Ditson became a partner in Parker & Ditson. During this period, he had mastered thorough base and the organ, served as organist and choir leader in the Bulfinch Street Baptist church, and organized and led the Malibran Glee club, and had become a bright and entertaining writer and a general favorite in society.



Oliver Ditson

In 1840, having bought entire ownership of the store, he displayed the sign of Oliver Ditson, and gratified both his fondness for music and an unerring business instinct by discontinuing the sale of books and confining his attention entirely to music. Mr. Ditson was undoubtedly aided in this enterprise by attractive personal qualities, the large number of friends he had made in Boston, and the choice quality of those friends. The year of 1840 was notable in his career also for his marriage with Miss Catherine Delano, of Kingston, Mass., daughter of Benjamin Delano, a ship owner, and direct descendant of William Bradford, second Governor of the Plymouth colony.

Mr. Ditson came upon the scene as a merchant and publisher of music at a time when America had fairly emerged from the primitive conditions of earlier times and was just on the point of extending its domain to the Pacific Ocean, and when growing interest in the refinements of life made his enterprise welcome. It was no accident of the period, however, which gave to his business such a powerful impetus. Few business men have ever been more completely endowed with a panoply of alert intelligence, sound judgment and energy, than he, and in the gradual development of his trade to the point where he finally supplied sheets and books of music for millions of American homes, churches, clubs and schools, he manifested all the most telling qualities of the practical man of affairs. His foresight in discerning and promptitude in meeting the needs of the times were remarkable and were always the despair of his rivals. He had the spirit to add to his own business and publications those of other concerns, which had become insolvent or anxious to retire, and paid Mason for his catalogue over \$100,000, J. L. Peters of New York over \$125,000, and Lee & Walker of Philadelphia over \$80,000. He bought, in fact, over thirty catalogues and concentrated all the business in Boston. Another element of his success was his cordial personal interest in artists and the generosity with which he sent over twenty talented young people to Europe to secure a musical education, this latter service, which was disinterested, being one of great value to his countrymen. Every musical interest and orchestral society was promoted by him, and it was Mr. Ditson who not only saved the Peace Jubilee in Boston from failure, but by his subscription of \$25,000 and persevering labors made it a success. The growing magnitude of his business finally compelled him to establish branches in various parts of the country, and these again fostered the growth of the parent house. In 1860, he established John Church, a former employé, in the music business in Cincinnati, and finally sold the business to him. In 1867, having bought the catalogue and business of Firth, Son & Co., he opened a house in New York city, under the direction of his son, Charles H. Ditson, and after him, named it Charles H. Ditson & Co. The Philadelphia house of J. E. Ditson & Co. was established in 1875, under the management of another son, now deceased. The Chicago branch, Lyon & Healy, is now the largest music house in the Northwest. A local branch in Boston for the sale of musical instruments is known as John C. Haynes & Co. All these enterprises had the benefit of Mr. Ditson's advice and judgment, and all proved successful. In fact, he developed into a financier of much ability, a fact further illustrated by his service for twenty-one years as president of The Continental National Bank and as trustee of The Franklin Savings Bank, which he originated, and of the Boston Safe Deposit Co.

In personal appearance, Mr. Ditson was of medium height, erect and dignified. In temperament always sunny and cheerful, vivacious and witty in conversation, well

informed and extremely patriotic, a courteous and Christian gentleman, he was a welcome addition to any company of friends and in social life exceedingly hospitable. His children were Mary, wife of Col. Burr Porter; Charles H. Ditson of New York; James Edward Ditson, who died in 1881; Frank Oliver, who died in 1885; and a daughter who passed away in infancy. He was a Whig and a Republican in politics and a Baptist in religious creed.

JOHN WESLEY DOANE, merchant, Chicago, Ill., born in Thompson, Windham county, Conn, March 23, 1833, is a son of Joel and Oliva Haskell Doane. With a common school education, at the age of twenty-two, he journeyed to the West to seek his fortune, and in Chicago, with a scanty amount of money, opened a small grocery store. He grew up with the city and fostered his business with the intelligence, painstaking care and whole hearted diligence which usually bring a good reward. By 1870, his sales had increased nearly to \$3,000,000 a year. In the fire of 1871, J. W. Doane & Co. met with heavy losses, but soon regained their strong position. In 1872, Mr. Doane disposed of a large interest in his business and engaged in the direct importation of tea, coffee, spices, raisins, etc. The old firm are yet in business, flourishing and prosperous. In 1884, Mr. Doane was elected president of The Merchants' Loan & Trust Co., and he is now a large stockholder in The Pullman Palace Car Co. and The Allen Paper Car Wheel Co. He has bought real estate with good judgment and is a large holder of that class of property. His business record is without a blemish. He has been a member of the Calumet club since its organization, and at one time its president, and belongs also to the Commercial and Chicago clubs of Chicago and the Manhattan of New York. Nov. 10, 1857, he married Miss Julia A. Moulton of Laconia, N. H.

JOHN DOBSON, manufacturer, Philadelphia, Pa., a native of England, 1827, came to America in early life, and his brother James and he have done as much as any other two men in the United States to render Americans independent of foreign looms in the carpeting of their homes. He began as a manufacturer of woolen goods on a small scale, and being practical, wide awake and resolved to succeed, managed by dint of hard work to keep his mill employed. During the Civil War, he served twice as Captain of the Pennsylvania Reserves. About 1866, his brother and he formed the partnership of John & James Dobson, which has since risen to great prominence. Their factory has been developed by reinvestment of savings into a plant estimated as worth several millions of dollars. While producing fine silks, velvets and plushes to some extent, the firm are best known to the people of the United States as the makers of carpets, whose beauty, freshness of appearance, originality of pattern and excellence, leave little or nothing to be desired. Mr. Dobson is a Republican, a man of high character and vigorous physique, fond of open air and a good judge of horses. He drives daily in Fairmount park and owns several thoroughbreds of high speed.

THOMAS DOLAN, manufacturer, Philadelphia, Pa., born in Montgomery county, Pa., Oct. 27, 1834, made his start in life as a clerk in a commission knit goods house in Philadelphia, and in 1861, he opened a small factory at the corner of Hancock and Oxford streets, for the making of fancy knit goods and hosiery, and in 1866, became a pioneer in the use of the finest worsted yarns in his fabrics, especially in Berlin shawls. The goods of the Keystone Knitting Mills which he founded attained celebrity, and the value of his productions finally reached a million dollars annually. Quick to ascertain every caprice of fashion, he was from the start one of the first to place upon the mar-

ket new and beautiful goods; and prompt adaptation to the demands of popular taste is undoubtedly a part of the cause of his success. In 1875, he began the manufacture of fancy cassimeres for men's clothing and ladies' dresses and cloaks, and this branch proving profitable, the making of hosiery was given up in 1878, and in 1882 the making of knit wear. The factory has since then produced woollen cloths of the finest qualities exclusively. Upon the site of the modest establishment of 1861, an impressive group of buildings now rear their heads, covering not less than six acres of ground. He is president of The Quaker City Dye Works, The United Gas Improvement Co., a corporation with a capital of \$10,000,000, which owns or leases thirty-five gas plants in nearly as many different cities; director in The Philadelphia Traction Co., The Brush Electric Light Co., The Merchants' National Bank, and The Delaware Mutual Insurance Co.; one of the most public spirited of men, trustee of The Pennsylvania Museum of Industrial Art, director in The School of Design for Women and the University Hospital, president of The Philadelphia Association of the Manufacturers of Textile Fabrics, and vice president of The National Association of Wool Manufacturers. He is a Republican and a member of several clubs, including the Union League, of which he is vice president. Of the Manufacturers' club, he was president for many years, and upon his retirement was complimented with a public banquet.

COL. PETER DONAHUE, pioneer and foundryman, San Francisco, Cala., born in Glasgow, Scotland, Jan. 11, 1822, died in this country, Nov. 26, 1885. The family were all working people. Peter came to America in 1833, found work in the factories of Matteawan, N. Y., The Union Iron Works and the shops of Hugh Beggs and in the Kemble iron foundry in Cold Spring, N. Y., and then helped build the Peruvian gunboat *Rimac* in New York city. In 1847, he sailed on this vessel to Peru as assistant engineer, the *Rimac* being the first American built steamer to pass through the straits of Magellan. Staying in Peru until the discovery of gold in California, he then embarked on the steamer *Oregon* for the North, but was stricken at Panama with fever, where he remained until, later, he earned \$1,000 by repairing the boilers of the *Oregon* and serving as assistant engineer on a trip to San Francisco. On the way North, he bought potatoes and onions at San Blas, and sold the latter at one dollar each at the mines. Having saved about six thousand dollars, he lost his modest means in the mines.

Meanwhile, his brother James, a boiler maker, had reached San Francisco and gone to the mines. Each was unaware of the other's presence on the coast. They found each other in 1849 and opened a blacksmith shop, with a capital of \$500, in an adobe hut on Montgomery street, San Francisco. J. Y. McDuffey loaned them a little money, and they rapidly built up an excellent business, obtaining enormous prices for their work. In 1850, they removed to Mission and First streets, and there established the shops, which afterward grew into The Union Iron Works. A year later, they opened a foundry and, taking into partnership their brother Michael, a moulder, who had come across the plains and escaped from a six months' captivity with the Indians, they made the first iron castings in the State and built the first steam engine. Michael withdrew in 1852 and James retired about 1861. Peter had meanwhile become interested in other business enterprises, and, in 1864, he leased, and afterward sold, the iron works.

Peter Donahue was a versatile, energetic and capable man. He founded the

profitable San Francisco Gas Works in August, 1852, with a capital of \$1,000,000 and after about 1863 was president for twenty years. He was one of the originators and first president of The Omnibus Street Railroad, chartered in 1861, the first of its kind in the city; helped establish The San Francisco & St. José Railroad, afterward developed into The Southern Pacific; and built The San Francisco & North Pacific Railroad. In 1862, he built the monitor *Comanche*, the materials for which, largely obtained in New York, were brought to San Francisco in the ship *Aquila*, which sank at Hathaway's wharf in a gale, causing a delay of several months. Colonel Donahue was successful in all these enterprises and gained a large fortune. His military title grew out of an appointment on the staff of Governor Haight. Every other political office he refused. In 1872-73, he was president of the Society of Pioneers. Colonel Donahue was twice married, first in 1852, to Mary Jane Maguire in New York. Of their four children, two are yet living, Mary Ellen, wife of Baron John Henry von Schroeder, and James M. Donahue. After the death of his wife, he married, in 1864, Miss Anne Downey, who survives him.

JOSEPH A. DONOHUE, pioneer, banker, and man of affairs, was one of the most highly respected citizens of San Francisco. He was born in the city of New York, Sept. 1, 1826. Both of his parents were natives of the county of Cavan, in Ireland. The boy received a fair education, and showed, while yet a young man, a native energy and shrewdness, which promised well for his success in life.

In 1846, he was offered and accepted a good position with the dry goods firm of Eugene Kelly & Co. in St. Louis. He was diligent in the work of the house. When the discovery of gold in California caused population to flock in countless numbers to that coast, he started, in 1849, for California, by the then difficult and dangerous route over the plains. It was his intention to make the transit by the Gila mail; but he was taken ill upon the plains, and the surgeon at the army post at Santa Fé advised him to return and travel by the way of the Isthmus. Mr. Donohoe thereupon changed his plans, returned to the States, and, in June, 1850, sailed from the port of New York for the Pacific coast, arriving in San Francisco in July. He was admitted to membership in the firm of Eugene Kelly & Co. of San Francisco in 1851, and threw himself into the development of their trade with all the ardor of an energetic but well balanced nature. He was honest, untiring, attentive and energetic. The firm were eminently successful in every undertaking. They established an enormous trade, and several of the partners, including Mr. Donohoe, attained great prosperity and a high position. In 1859, Mr. Donohoe gave himself the pleasure of a trip around the world for the recreation which he greatly needed.

In 1860, the old dry goods firm of Eugene Kelly & Co. was dissolved. Mr. Donohoe thereupon turned his attention to banking, and, in 1861, the firm of Donohoe, Ralston & Co. was organized by him. This bank transacted a large business. In 1864, the firm was dissolved, and Mr. Donohoe then founded the private bank of Donohoe, Kelly & Co., whose operations during the next quarter of a century were extremely large and uniformly successful. In 1891, the partners incorporated their business under the title of The Donohoe-Kelly Banking Co., and, as such, the bank yet exists. Mr. Donohoe was always at the head of the firm and its president since incorporation.

He had extensive interests outside of his bank, and had invested his means, with excellent judgment, in valuable real estate and dividend paying gas and cable companies.



JOSEPH A. DONOHOE.

He was married, in 1861, to Emilie, daughter of Joseph Blain, an Englishman and an old merchant of New York. Both of her parents were honored members of good families. It is an interesting fact that her mother was the daughter of Bernard Pratte of St. Louis, who was a member of The American Fur Co., with John Jacob Astor and others. Her maternal ancestors were among the founders of St. Louis. The married life of this couple was a happy one, and three children are living, Mary Emilie, wife of John Parrott, of San Francisco; Joseph A. Donohoe, jr., and Edward Donohoe. The sons occupy positions in The Donohoe-Kelly Banking Co. Mr. Donohoe died in San Francisco, April 5, 1895.

A youth of good character, ambition and energy can draw from the life of Mr. Donohoe an inspiring lesson of the possibilities of free America for a man who is determined to succeed through honest industry, legitimate methods and the esteem of his business associates.

STEPHEN LELAND DOWS, contractor, Cedar Rapids, Ia., descends from an early settler of Massachusetts, who arrived from England a few years later than the Plymouth colony. The family located near Boston, and, during the American Revolution, suffered the destruction of their property for the country's sake. Thomas Dows, bibliophile of Cambridge, was a great uncle of Stephen L. Dows.

James Dows, grandfather of Stephen L. Dows, was a soldier of the War of 1812, who received his death wound in a skirmish with the enemy. His son, Adam Dows, became a merchant of New York city and married Miss Maria Lundy, daughter of Captain Lundy of the *Metropolis*. The Leland family were English and of gentle birth, their ancestor, John Leland, gentleman, having been born in London in 1512, and becoming conspicuous during the reign of Henry VIII.

To Adam and Maria Lundy Dows was born, in New York city, Oct. 9, 1832, Stephen Leland Dows. The boy was educated in the public schools, and the family having moved to Troy, N. Y., Stephen entered a machine shop at the age of fourteen to learn the trade. About 1850, he reached the city of Milwaukee, Wis., with seventy-five cents in his pocket, uncertain of his future but full of courage. For many years, his life was full of hardship, being employed at small wages as engineer or superintendent in shops or lumber plants at Green Bay, Marquette, Muskegon, and from 1855, in Cedar Rapids, Ia. In 1860, he was drawn to the Rocky Mountains by the Pike's Peak excitement, but after a year of prospecting and quartz mining returned to Cedar Rapids, and in August, 1862, enlisted in Co. I, 20th Iowa Inf., and bore a part in the Civil War. Promoted to First Lieutenant, he soon became acting Quartermaster of the 1st Brigade, 2d Division, Army of the Frontier.

After the War, Mr. Dows engaged in railroad building under contract and was then rewarded for a long and patient effort by abundant success. The original seventy-five cents with which he had arrived in the West were soon succeeded by an ample fortune. Mr. Dows rose to the position of one of the most extensive and prosperous contractors in the West, and his earnings in railroad building were largely increased by ventures in land. He bought at a low price large tracts situated in eligible locations and has developed the towns of Dows, Ellsworth, Armstrong and Estherville, Ia. In Cedar Rapids, the two Dows blocks belong to him. He has also invested in a large number of local concerns. A Republican in politics, Mr. Dows has been elected several times to the State Senate and was at one time considered for Governor of the State.



James Doyle

JAMES DOYLE, gold miner, Victor, Colo., is one of the group of fortunate men who have risen into prominence during the last four years, in consequence of the gold discoveries of the Cripple Creek region. His success is due, however, as much to shrewdness and good ability as to the fickle favors of fortune. Michael Doyle, a tanner, his father, and Mary McWilliams Doyle, his mother, were both natives of Ireland. The former sailed for America from County Carlow in the old country in 1848, landing in Boston, Mass., and four years later going to Portland, Me., where he died March 4, 1887, at the age of fifty-two, five years before his son had become famous. The mother came from Londonderry county to America about 1852, and always made her home in Portland.

While worthy people, the Doyles were not abundantly endowed with this world's goods, and their boy, born Dec. 20, 1868, in Portland, a clear headed, hearty, earnest fellow, was obliged to earn his own support as soon as the public schools had given him a little learning. James began as a clerk in a coal office in Portland, where he stayed a year and a half. He then learned the carpenter's trade, serving a full apprenticeship of three years, and wielding the hammer and saw for a short time in Portland. In 1887, to better his condition, he started for the West, and, in the Fall of 1891, reached Colorado Springs, where he worked both at his own trade and at any other which would afford an honest living. All his companions knew him as an athletic, ambitious, sensible man, of excellent character and good repute, and one who would undoubtedly have made his mark in time. During 1890-91, he filled the position of Superintendent of Irrigation for the city of Colorado Springs.

When the gold discoveries on Cripple Creek set all Colorado wild in 1891, Mr. Doyle repaired to that now famous valley and located at the spot, which has since been covered by the mining city of Victor. Like others of the vastly successful men of the region, he walked from the plains to the mining camp, arriving there Dec. 26, 1891. Prospectors were already swarming in every part of the valley and exploring every inch of the surface of the adjacent mountains, but Mr. Doyle managed to discover a little tract of vacant ground on Battle Mountain, and there, Jan. 22, 1892, staked off a claim, covering about a sixth of an acre of land, upon which has since been discovered one of the richest gold mines in the United States. In the soil of the mountain, just below the roots of the grass, there were plentiful indications of gold, and Mr. Doyle labored for more than a year to discover the mine, which, he felt convinced, lay hidden in the property. For a time, results were not flattering, and the young prospector, with hardly a dollar of capital in the world, could not do more, during the year of 1892, than to carry on assessment work.

In November, 1893, James F. Burns, John Harnan and he formed a partnership. Mr. Doyle had traded a half interest in the Portland claim, so named after his native city, for a half interest in the Professor Grubb claim, owned by Mr. Burns. John Harnan, whom they had known slightly, had said to them, one day, that he thought paying ore might yet be discovered with a little work, and a third interest in the Portland was offered him, if he would find paying ore. Mr. Harnan thereupon went vigorously to work. One day, while in Colorado Springs, Mr. Doyle received from Mr. Harnan some rock, taken from the claim, which assayed 139½ ounces, or \$2,790 to the ton of ore. Six weeks after that, Mr. Doyle walked into camp again, having traversed the intervening twenty-eight miles on foot, and with his partners began quietly but resolutely

to develop the property. Fearful of all the complications which beset the discoverers of a valuable mine, they worked only at night on the claim, and carried the ore, which they took out, in sacks down the side of Battle Mountain to a secret hiding place under their cabins. When perhaps \$10,000 worth of ore had been thus secured, the rock was loaded upon a wagon and taken to Cañon City, thirty-two miles away, and thence transported to Pueblo by railroad and there smelted. Its richness excited the immediate attention of the smelters, with the result that the Cripple Creek district was carefully searched by excited explorers, eager to discover the origin of this valuable ore. Their efforts were all in vain, however. The partners preserved the utmost secrecy as long as possible, smuggling their ore out to the smelters, but an accident, finally, about a year later, revealed their secret to the public at large. The partners then applied for a patent for a full lode claim, maintaining that as they were the first to discover paying ore on Battle Mountain, they should be confirmed in their title to a claim, 1,500 feet in length along the vein and 150 feet in width on each side of it. The authorities refused the request, and Messrs. Doyle, Burns and Harnan found themselves at once confronted with adverse claims and a number of aggressive law suits. No less than forty-two of these suits were brought against them and the best legal talent in the State was arrayed in the battle for possession of one of the richest gold mines in the United States. Finally, in February, 1894, the partners accepted an offer of \$200,000 for their interests in the Portland mine from T. G. Condon of Colorado Springs, representing W. K. Vanderbilt and Drexel, Morgan & Co., and The Portland Gold Mining Co. was organized, capital \$3,000,000. The purchase money was never fully paid, however, and the partners again came into control of the property. As a result of their subsequent operations, the Portland property now comprises 142 acres in one tract on Battle Mountain, acquired at a cost of \$1,750,000 cash for purchases and compromises, and the forty-two law suits were disposed of, either by a favorable verdict or a compromise. Every effort was then bent toward the development of the property and \$1,000,000 was taken from the mine in 1894, and nearly twice that amount in 1895.

Mr. Doyle has now settled down to the tranquil operation of this and other companies in which he has an interest. He holds official relations with several important concerns, and is secretary and assistant manager of The Portland Gold Mining Co., president and owner of The Unita Mining & Transportation Co., which is operating a tunnel in Battle Mountain, in the expectation of piercing the Portland veins; president of The Santa Rita Gold Mining & Milling Co., whose property lies on Squaw Mountain; half owner of the Home Run gold mine, which lies below the Santa Rita; vice president of The Bernita Gold Mining & Milling Co., which owns thirty acres on Gold Hill; vice president of The Colorado Automatic Telephone Co., which began operations Feb. 20, 1896, and manager of The Amazon Mining Co., besides having an extended interest in stocks, banks and realty in Victor.

He is an intelligent man, handsome in appearance, and capable, and has been the recipient of political honors. In 1894, the Populists made him their candidate for State Senator, on which occasion he polled about 1,000 votes more than his associate on the ticket, but was defeated, nevertheless, by A. R. Kennedy, the Republican nominee. April 7, 1896, he was elected Mayor of Victor on the Populist ticket, by 163 majority, and is giving the place a business man's administration. Mr. Doyle is a bachelor, and is able to give his whole attention to the promotion of the interests of Victor.

ELIAS FRANKLIN DRAKE, railroad president, St. Paul, Minn., son of Henry Drake, M.D., and Hannah Spinning, his wife, born in Urbana, O., Dec. 1, 1813, died at Coronado Beach Hotel in California, Feb. 14, 1892. Mr. Drake began life as a boy on the farm and in a printing office, and as a clerk in a general store in Lebanon, O., where he toiled from daylight until 10 p. m. While a clerk, he read law at night, and in 1831, at the age of eighteen, he became a partner in a general store and made several expeditions by stage and boat to New York, Philadelphia and Baltimore to buy goods. While chief clerk of the State Treasurer at Columbus, O., in 1835 and later, he transacted some business in Washington with Andrew Jackson, then President. Mr. Drake was a Whig, and later a Republican. The law continued to attract him, so that his studies were resumed and were finished under Justice Noah H. Swayne of the United States Supreme Court, authority to practice being given at Delaware, O. In 1837, Mr. Drake became cashier of The Bank of Xenia and engaged in the railroad operations which made him widely known. At Xenia, he became president of The Dayton & Xenia Railroad and The Columbia Fire Insurance Co., and then formed a partnership with Andrew De Graff, to construct railroad lines. In company with Mr. De Graff, he built The Pennsylvania & Indianapolis and The Greenville & Miami roads, and organized and became president of The Dayton, Xenia & Belpré Railroad, constructing the line from Xenia to Dayton as well as a number of other roads.

In July, 1860, Mr. Drake removed to Minnesota and built the first ten miles of railroad in the State from St. Paul to Minneapolis, now a part of The Great Northern system, and brought into the State the first rails, cars and locomotives ever seen there. He was the pioneer railroad man of the State. Removing to St. Paul with his family in October, 1864, he organized another railway company shortly afterward, built and operated The St. Paul & Sioux City and The Sioux City and St. Paul Railroads, together with all their branches, and was for more than sixteen years president of the system—in fact, the only president it ever had up to the sale to The Chicago, St. Paul, Minneapolis & Omaha system. This was the only railroad in the State which did not at some time go into the hands of receivers. Mr. Drake was also a director of The Merchants' National Bank, The St. Paul Trust Co. and The St. Paul Fire & Marine Insurance Co., and president, at one time, of The Minnesota Historical Society. Lumber mills, stone quarries and a stock farm were among his other interests. His public career comprised service as Speaker in the Ohio Legislature and State Senator of Minnesota, and delegate to the conventions which nominated Lincoln and Garfield.

He was married, in 1841, to Frances Mary, youngest daughter of Major James Galloway, of Xenia, O. Mrs. Drake died in the Spring of 1844, leaving a daughter, Sallie Frances, now Mrs. C. S. Rogers. Mr. Drake married again, Aug. 21, 1856, Carolina Matilda, daughter of Alexander McClurg, of Pittsburgh, Pa., by whom he had four children—Harry Trevor, Alexander McClurg, Mary, now Mrs. T. S. Tompkins, and Caroline, now Mrs. W. H. Lightner.

FRANKLIN N. DRAKE, Corning, N. Y., born in Milton, Crittenden county, Vt., Dec. 1, 1817, died in North Adams, Mass., Dec. 28, 1892. From fifteen, this excellent man was compelled to rely solely upon his own earnings. Starting as a clerk in a drug store in Le Roy, N. Y., he gained enough capital by self denial to engage, in 1840, in the hardware and grocery trade and was very successful therein. In 1854, he invested some means in timber lands in Cohocton and undertook the manufacture of

lumber, which he found so profitable that he embarked his entire capital in the industry, operating six mills and shipping his lumber to various Northern markets. In 1866, he retired from the lumber trade at Cohocton, and joined with others in the purchase of coal and timber lands near Blossburg, Pa. The associates built a railroad to the mines and developed the property. Mr. Drake was made general superintendent of The Blossburg Coal Mining & Railroad Co., and in 1867, removed to Corning, when the company bought The Tioga Railroad. Mr. Drake was also president of The Blossburg Coal Co. In May, 1882, he organized The First National Bank in Corning, became its president. He died Dec. 28, 1892.

JOHN BURROUGHS DRAKE, hotel man, Chicago, Ill., who died in Chicago unexpectedly, Nov. 12, 1895, was a native of Lebanon, Warren county, O., Jan. 17, 1826. The death of his father compelled him to go to work at twelve, and he was clerk in a country store until 1842, clerk in a local hotel until 1845, and then clerk in the Pearl Street House and Burnett House in Cincinnati.

In 1855, Mr. Drake went to Chicago and bought a fourth interest in the Tremont House, then perhaps the leading hotel in the city, and, in the firm of Gage Bro's & Drake, went along satisfactorily until 1868, when the firm became Gage & Drake, in 1870, changing to John B. Drake & Co. The Tremont House went down in the great fire of Oct. 9, 1871, but, while the fire was yet raging across the street, Mr. Drake, on Oct. 10, bought the old Michigan Avenue Hotel, paying part down to close the bargain. This was the only hotel on the South Side to escape the fire, which stopped barely short of it. Naming the new purchase the Tremont House, he carried on the hotel until 1873, when he sold the furniture and closed the doors. The Auditorium Annex now stands on the site of that property. In 1874, he leased the Grand Pacific Hotel and managed the house successfully until the Spring of 1895, retiring then on account of the high rent demanded. Mr. Drake made the Grand Pacific the Republican headquarters of the West and the favorite stopping place for thousands of American merchants and travellers, who long regarded it as the foremost hotel in Chicago. The wealth of Mr. Drake, said to have been about \$2,000,000, was invested to a great extent in corporate enterprises. He was president of The Chicago & Joliet Railroad, vice president of The Illinois Trust & Savings Bank from its foundation in 1873, and director of The Chicago & Alton Railroad, The Chicago Telephone Co. and The Chicago Edison Co., but he also owned a large amount of South Side real estate. His clubs were the Commercial, Chicago, Union League, Calumet and Washington Park, and few if any of the members were more companionable than he.

Political office he did not care for, although a Republican. Nevertheless, he served on the executive committee of the Inter-State Industrial Exposition, the Board of Finance of the Centennial Exhibition, and the official committee which went from Illinois to attend the one hundredth anniversary of Washington's inauguration as President in New York, in 1889. The handsome ice water drinking fountain in Washington Park was the gift of Mr. Drake. In faith, he was a Presbyterian. Feb. 24, 1863, Mr. Drake married Miss Josephine C., daughter of Francis E. Corey of Chicago. His wife with three sons and two daughters survived him.

The success of Mr. Drake was due to early training in practical pursuits, courage, alertness to opportunity, the power of organization, good judgment in the selection of employes, and intense application to one line of effort.

THOMAS DRAKE, manufacturer, born in Leeds, England, April 9, 1807, died at his home in Philadelphia, Pa., April 18, 1890. The family of his father lived by manufacturing, and, when all had come to America in 1828, the father, John Drake, undertook the manufacture of woolen goods at Manayunk, Pa., while Thomas secured a place in a factory in Blackwood, N. J., where Kentucky woolen jeans were first made. With a goodly experience, acquired in several different factories, Mr. Drake started a little woolen mill of his own at Manayunk in 1837, with partners, as T. Drake & Co., but Thomas & James Drake succeeded that firm in 1838, James retiring in 1840. In 1841, Mr. Drake built a new mill in Philadelphia, with seventy looms, and, in 1845, a cotton mill, with 224 looms and 10,000 spindles, where he made large quantities of print cloths. He was one of the pioneers in his field in Philadelphia, and was often called the "father of the manufacturing industries" of that city. Exact, scrupulous, prudent and honest, he was a good manager, always paid cash, never gave a note, and certainly made a fortune. He was a large stockholder of The First National Bank, The Pennsylvania Co. for Insurance of Lives, The Fidelity Insurance, Trust & Safe Deposit Co., The Lehigh Valley Railroad, The Philadelphia & Reading Railroad, and the United Railroads of New Jersey, and a director of some, if not all, of these companies. At his death, the sum of \$105,000 was left to public objects, and Mr. Drake provided that if his daughter, Charlotte D. M., wife of J. W. M. Cardeza, should die without children, the whole of his fortune of \$5,000,000 should go to endow a school, known as the Thomas and Matilda Drake college, to be conducted upon the same plan as Girard college in all respects, except for girls instead of boys.

GEN. WILLIAM F. DRAPER, manufacturer, Hopedale, Mass., Member of Congress from the Eleventh District of Massachusetts, is senior partner in George Draper & Sons, whose factories of cotton machinery support a population of nearly three or four thousand souls in Hopedale and adjacent towns.

He was born April 9, 1842, in the city of Lowell, Mass. The family is an old one in New England, and an ancestor, Major Abijah Draper, was an officer in the American Revolution. General Draper is the son of George and Hannah Thwing Draper. George Draper, a man of more than ordinary talents, was well known in manufacturing circles as an inventor and successful man of business. In his later years, he founded the celebrated Home Market club in Boston, which represents the manufacturing industries and the protection sentiment of New England.

William F. Draper attended public and private schools until sixteen years of age, being at that time fitted for Harvard college, but his father considered him too young to enter. He then spent more than three years in machine shops and cotton mills, studying the construction and operation of the machinery there employed.

In the Spring of 1861, he again took up his idea of entering Harvard, but Bull Run put an end to thoughts of college, and he enlisted August 9 in Co. B, 25th Mass. Regt., which his father had assisted in raising, and of which he was chosen Second Lieutenant. The 25th Mass. was a part of the Burnside Expedition, and while this expedition was forming, Lieutenant Draper was detailed as signal officer on General Burnside's staff. In this position, he took part in the campaign at Roanoke and Newberne and the capture of Fort Macon, and was then promoted to First Lieutenant, and returned to his regiment. In August, 1862, he was commissioned Captain in the 36th Mass., joined the new regiment just after the battle of South Mountain, Md., and went



William D. Draper —

through the balance of the Antietam campaign and the battle of Fredericksburg. In June, 1863, the command was sent to Vicksburg to reinforce General Grant. They aided in the capture of Vicksburg and took part in the march to Jackson and the fighting there, suffering considerable loss in battle but much more from the deadly climate. The 36th Regt. was reduced from a strength of 650 in June to a membership of 198 in September. During the Vicksburg campaign, Captain Draper was promoted to be a Major. In August, 1863, the corps returned to Kentucky, and on the 10th of September marched through Cumberland Gap into East Tennessee. The next Fall and Winter, Major Draper took part in the siege of Knoxville and the battles at Blue Springs and Campbell's Station, and commanded the regiment after the 10th of October. In the Spring of 1864, the corps joined the Army of the Potomac. In the battle of the Wilderness, May 6, Major Draper was shot through the body, while leading his regiment to the capture of a rifle pit. He was commissioned Lieutenant Colonel from this date, and would have been made full Colonel had not casualties in the regiment reduced the number of men below the minimum. Without having recovered from his wounds, he rejoined the regiment on the 9th of August in the trenches at Petersburg, just after the crater disaster. In the battle at The Weldon Railroad, as senior officer, he commanded the brigade. A month later, at Poplar Grove Church and Pegram Farm, his division was severely engaged and cut off from the rest of the army, and his regiment was the only one of the brigade which came out as an organization, bringing the colors of several of the others. During this action, he was struck by a nearly spent ball in the right shoulder. His term of service expired on the 12th of October, and as he was suffering from wounds, he accepted a discharge.

Returning home, General Draper was employed by his father's firm from Jan. 1, 1865. In April, 1868, his uncle retired, whereupon William F. Draper became a partner, and has continued in the business ever since, having been the senior since 1886. He has taken out many patents for his own inventions of cotton machinery, and it can truthfully be said that his firm have done more to improve and cheapen the manufacture of cotton cloth than any other establishment now existing in this country or abroad. Since 1870, inventions brought out by them have doubled the production of cotton spinning machinery in this country, without increasing the power consumed or the labor required to operate the machines. The saving in machinery amounts to tens of millions of dollars; the saving in power, fully a hundred thousand horse; and the saving in labor, about \$5,000,000 a year in this country alone, and the end is not yet. These inventions have been copied abroad, and are the foundation of great industries there. The firm are now about bringing out a new machine, which, it is confidently expected, will do for weaving what they have already done for spinning.

General Draper married, during the second year of the War, the adopted daughter of the Hon. David Joy, a descendant of the family of General Warren, who was killed at Bunker Hill. Five children came to them, all now living, and she died in February, 1884. In May, 1890, General Draper married Miss Susan Preston, daughter of Gen. William Preston, of Kentucky, Minister to Spain under Buchanan, an officer in the Mexican War, Major General in the Confederate army, and a special envoy to Maximilian in Mexico.

General Draper has always taken an interest in public affairs, but held no elective political office until his election to Congress in 1892. He was a delegate to the Repub-

lican National Convention in Cincinnati which nominated President Hayes, and was chairman of the Committee on Resolutions at the Massachusetts State Convention in 1887. Although a candidate for Governor in 1888,* he was defeated for the nomination by Governor Ames. The convention chose him, however, Presidential Elector at large, and he cast his electoral vote for President Harrison. For two years he served as president of the Home Market club of Boston, established by his father, and is a member of a large number of social clubs in various cities, as well as of the Loyal Legion and the Sons of the Revolution.

ANTHONY JOSEPH DREXEL, banker, Philadelphia, Pa., born in that city, in 1826, died in Carlsbad, Austria, June 30, 1893. Francis Martin Drexel, his father, founder of the bank which bears the family name, was a native of Dornbirn in the Austrian Tyrol, April 7, 1792, and having studied portrait painting in an institution near Turin and in Berne, came to Philadelphia, in 1817, to avoid conscription. After some practice of his art in Philadelphia, and in Mexico and South America, he settled in Philadelphia, and in 1837, founded the bank of Drexel & Co. This institution met with marvellous success in the negotiation of securities, and when the founder died, June 5, 1863, he left to his two sons, Anthony J. and Francis A. Drexel, an excellent business. Anthony entered the bank at thirteen, in the old fashioned way, and received a sound business training, becoming in time a partner. Mr. Drexel exhibited from an early date enterprise, accuracy of judgment and conservatism of temperament, and rapidly rose to the highest rank among bankers in the United States. The Paris branch of Drexel, Harjes & Co. was founded in 1868, and the New York branch of Drexel, Morgan & Co., in 1871. The Drexels were at all times conspicuous as negotiators of railroad, government and corporation loans, and made it a rule never to offer to the public an investment in securities without previous rigorous investigation of the merits of the loan. When investors, large and small, had learned that it was safe to buy securities offered by the Drexels and that no securities would be offered by them which were not safe, an immense business came to the bank unsought. They had banks of correspondence in every important financial center abroad, and the magnitude of their operations made the two brothers very rich men. Mr. Drexel was noted for leadership in every worthy movement in Philadelphia, and gifts of large sums for public objects. The Drexel Institute of Industrial Art, which he founded in 1890-91, at a cost of \$1,550,000, not only illustrated his breadth of view and generous character, but has proved of distinct benefit to the city and an example to other men, who have since founded similar institutes in other cities. This Institute was his pride, and he made to it additional gifts of more than \$600,000 for specific purposes. Mr. Drexel joined his most intimate friend, the late George W. Childs, in founding The Childs-Drexel Home for Aged Printers, at Colorado Springs, and in the purchase of *The Public Ledger*. By the terms of the agreement between the partners, this newspaper, after the death of Mr. Childs, became the property of Mr. Drexel. Socially, not ostentatious, he loved all that was refined and continually collected fine paintings and works of art. To him and his wife, a daughter of John Rosel, merchant, were born Anthony J. Drexel, jr., George W. Childs Drexel, Emily, who became Mrs. Biddle, Frances, wife of James W. Paul, jr., and Mrs. John R. Fell. Mr. Drexel's public bequests included \$100,000 for The German Hospital and \$1,000,000 for an Art Gallery or Museum near the Drexel Institute.



John F. Snyder

FRANCIS ANTHONY DREXEL, banker, Philadelphia, Pa., oldest son of Francis Martin Drexel born in Philadelphia, Jan. 7, 1824, died there, Feb. 15, 1885. Taken into his father's bank at thirteen and given a thorough training in every branch of the business, he was admitted to the firm of Drexel & Co., and in 1863, became joint proprietor with his brother Anthony. Francis always devoted himself to the office work of the several branches of the firm, while Anthony represented the house in outside negotiations. The life of Mr. Drexel was one of close application, varied in later life with a wise indulgence in the pleasures of travel and sober recreation. Three children survived him, Elizabeth L., Catharine M., and Louise Bouvier, wife of Edward De V. Morrell. Mr. Drexel left a tenth of his estate to be divided among twenty-seven Roman Catholic churches and institutions.

JOHN FAIRFIELD DRYDEN, president of The Prudential Insurance Company of America, Newark, N. J., holds an exalted place in the history of American life insurance, and has attained distinction from a modest beginning. Mr. Dryden was born on a farm near Farmington, Me., Aug. 7, 1839, son of John Dryden and his wife, whose maiden name was Elizabeth Butterfield Jennings. The line of the mother in New England extends back to 1640, within twenty years of the landing of the Pilgrims at Plymouth Rock, while the Drydens were of Northamptonshire origin, there being a vague tradition that John Dryden, the famous writer and poet, whose remains now lie in Westminster Abbey, was of the same stock whence came the subject of this sketch.

When John F. Dryden was a lad of seven, the family removed to Massachusetts. Early in life, the boy gave evidence of the possession of a studious and reflective temperament, remarkable intuition, clearness and quickness of perception, indomitable perseverance and extraordinary energy. When the time came for him to choose a pursuit in life, the character of his mind suggested the law as the proper field for his life-work, and, after having passed with credit through the ordinary schools, he entered Yale college in 1861, to prepare himself for a career at the bar. Such was the ardor with which Mr. Dryden pursued his studies, that his health, never robust, gave way, and, to his bitter disappointment, he was compelled to leave the college and seek recuperation at home. Serious, even in his amusements, he read works on life insurance for diversion, and the more he read on this subject, the more he desired to. Every work on life insurance which could be obtained was devoured, and so deeply interested did Mr. Dryden become in the subject, that he resolved to master it in all its details. Accordingly, he regularly engaged in the business.

In 1865, the late Elizur Wright, Insurance Commissioner of Massachusetts, even then in high repute as an expert on insurance matters, made a report to the Massachusetts Legislature which contained some references to Industrial Insurance in England. Mr. Wright intimated that it did not necessarily follow that because there was a demand for small policies in England, the premiums upon which were payable weekly, there would, therefore, be a similar demand among the American masses, and he rather discouraged such a proposition, although admitting that "various circumstances, however, indicate that the want exists here also." This report set Mr. Dryden to thinking, and he finally became convinced that a system of life insurance, which would enable the wage earning masses to enjoy the same self protecting benefits as the moneyed and well-to-do classes, could be thought out and applied to the industrial masses of America, with a success equal to that secured among a like population by a like method in Eng-

land. To devise, arrange and formulate such a system was the task Mr. Dryden imposed upon himself. For years, he labored upon it with the zeal and devotion of an enthusiast. Finally, having prepared a table of rates applicable to American conditions, and having matured a plan which could, as he believed, be successfully applied in this country, he took steps to put it into practical operation. At first, fate frowned upon the effort and afflicted the pioneer with vicissitudes and discouragements, such as have invariably confronted every famous discoverer, inventor or innovator at the outset of his career. Ill success, however, served only to increase Mr. Dryden's determination, and he continued to draw upon his inexhaustible capital of perseverance and energy. In 1873, he went to Newark, N. J., and then came the turning of the tide. Business men, to whom he confided his plan, became converts to the idea and they joined hands with him to procure the passage of a law by the New Jersey Legislature, authorizing the formation of a company to do business on the new plan. A Friendly Society was then organized, but the business done by it was almost wholly experimental. Two years later, namely, Oct. 13, 1875, the real birth of Industrial Insurance in America took place. On that day, was formed what is now The Prudential Insurance Company of America. Into it were merged all the rights, titles, interests and obligations of The Friendly Society, and Mr. Dryden accepted the nominally modest but all important office of secretary. From the first, regardless of title, he has been the chief guide and motive power of the institution.

The story of the rise of The Prudential Insurance Company of America is wonderful, bordering indeed upon the marvellous. When The Prudential began business, its start was modesty itself, the office being in the basement of a bank on Newark's main thoroughfare. Its office outfit, furniture, desks, books, blanks, stationery, and signs, were limited in cost to \$200 by vote of the board of directors, and the office staff consisted of four persons, the president, the secretary, a clerk and a boy. Newark was then, as now, a great manufacturing center, at once the Birmingham and Sheffield of America, abounding in factories and workshops. The tens of thousands of operatives employed in these places took kindly to the new gospel of individual and family protection, and saw that the weekly payment system of insurance would abolish a great annoyance and bitter humiliation—the passing around of the hat for subscriptions to meet funeral charges, every time a death occurred in an improvident wage worker's family. They saw that the new system would, at a trifling and easily borne expense (the small premiums being collected weekly by the company's agents at the homes of the insured), provide something to help the widow, orphans, and other bereaved ones pass through the immediate period of their bereavement without distress, want, privation or debt. The feeling of independence, the incentive to thrift and prudence, and the like, combined to make not alone the American wage working class but the entire community see in the new system of insurance a heaven sent ameliorator. A cardinal feature of the new plan was the payment of claims almost immediately after death, and another was no falling back on quibbles or legal technicalities, if claims were just.

So, from the first, The Prudential was a success. There are few, if any, cases of such success in the whole range of business or commercial life, when time of existence, small amount of original capital invested and kindred matters are considered. The Prudential is now one of the six largest life insurance companies in the world. During the first four years, The Prudential confined its operations to the State of

New Jersey. In 1879 it resolved to extend itself over the United States. Complying with the law, requiring all such companies to place \$100,000 as a guarantee deposit in the hands of the New Jersey State Insurance Department, before business could be done in other States, Mr. Dryden established agencies in New York and Philadelphia. Step by step, it advanced North, East, South and West, until now the missionaries of its gospel of self help are to be found successfully presenting it to the people everywhere, from Boston to Denver, Colo.

In 1875-76, the company issued less than 8,000 policies, received \$14,494 in premiums, and had in force at the end of 1876 less than half a million of insurance. In 1878, the figures were: Policies issued, 20,064; premiums received, \$59,817; insurance in force, \$2,027,888. In 1882, these figures had multiplied half a dozen times. When the company had attained its tenth year, it had 548,860 policies on its books, received more than \$2,000,000 in premiums, and had nearly \$60,000,000 of insurance in force. The story of the next ten years is one of ever increasing success, the result of ceaseless activity, inexhaustible energy and a system of management and supervision in the home office and in the field, which works with the regularity of a standard clock and is well nigh perfect. The statement issued Jan. 1, 1896, showed that there had been written by The Prudential during 1895 over \$150,000,000 of new business, nearly 2,400,000 policies were in force, assets had increased \$2,738,343, premium receipts had increased more than \$1,000,000, over \$3,900,000 had been paid out in claims during 1895, and that altogether the company had paid policy holders during the twenty years of its existence the sum of \$21,600,000. It was shown further, that the company had investments and resources amounting to nearly \$16,000,000, over \$13,000,000 of which are represented by bonds and mortgages, real estate and railroad bonds. The company employs over 10,000 persons, nine-tenths of whom form the field staff or agency force. Three times, it has been obliged to remove its home office in Newark, first from the humble basement in two years to quarters four times larger; next a few years later, to a four-story, brick building, the fitting up of which cost \$20,000, and which within eight years became so cramped that quarters had to be obtained outside for some of the office staff; and finally, in 1892, to its own beautiful home office, unquestionably the finest business structure in New Jersey—a model alike of utility and architecture.

To return to Mr. Dryden: It is not alone for his genius and skill that he is entitled to a place among the foremost men of the time. His claim to live in the annals of the nation is, that he specially formulated for this country, and, together with his associates, put into practical and successful operation, a plan of insurance, which will forever be a blessing of incalculable benefit to the American people. It is only twenty years since the mustard seed of Industrial Insurance was planted in Newark. Twelve companies are now operating upon this system in America, employing 30,000 workers, and having in the aggregate, 8,000,000 policy holders, and covering risks amounting to nearly \$800,000,000. By them, there has been paid out in claims more than \$80,000,000, mostly in sums varying from \$10 to \$500. Before Mr. Dryden's plan was put into practical operation in 1875, less than two per cent. of the American people were insured. Now, in 1896, the proportion of population insured is about fourteen and a half per cent. These results are due to the genius of John F. Dryden.

Mr. Dryden has often refused public preferment. While a student in and a lover

of the science of politics, and an ardent believer in American institutions of government, he has always shown a great aversion to mingle in partisan strife. Nothing draws him from business or home except public charity or general improvement.

CHARLES DUCHARME, merchant, Detroit, Mich., born in Bérthier-en-Haut, Lower Canada, May 5, 1818, died in Detroit, Jan. 9, 1873. He was educated in a village school and began life as a clerk in a hardware store in Montreal, removed to Jonesville, Mich., in 1837, whence, after a short stay, he came to Detroit. Previous experience enabled him to enter the employment of Alexander Newbold, the leading hardware merchant of the city, with whom he remained until 1849. He then formed a partnership with his father-in-law, A. M. Bartholomew, under the name of Ducharme & Bartholomew. In 1855, Christian H. Buhl and he bought the hardware interests of Mr. Bartholomew and Alexander Newbold, formed the partnership of Buhl & Ducharme, and thereafter conducted a highly successful business. Mr. Ducharme was married, Aug. 10, 1833, to Elsie Elizabeth Bartholomew, who was born in Montgomery, Orange county, N. Y., May 1, 1830, and died in Detroit, Jan. 14, 1892. Mr. Ducharme left a large estate to his four sons, Charles A., George A., Frederick T. and William H. Ducharme. At the time of his death he was president and a large owner of The Michigan Stove Co., and a director in The Second National Bank, The People's Savings Bank, and The Detroit Fire & Marine Insurance Co., and, as may be gathered by his success and relations with important institutions, a sound, upright and sterling man.

JOHN DUDLEY, lumberman, Minneapolis, Minn., born in Penobscot county, Me., June 29, 1819, was a son of Samuel Dudley, a direct descendant of Thomas Dudley, second Governor of Massachusetts. Not entirely destitute of book learning, he nevertheless acquired most of his education in the school of experience. At the age of twenty-one, he established a general store on his own account in Milford, Me., a little town on the Penobscot river not far removed from the dense pine forests which yet clothe the whole of the northern part of the Pine Tree State. Upon the rolling waters of the river which ran past the town, there descended every year millions of feet of logs cut in the woods above and destined to be sawed into lumber at mills below. Naturally, Mr. Dudley could not fail to take a lively interest in the lumber business, and, in 1852, when he removed to Minneapolis, he put what means he possessed into pine lands and a lumber trade, gradually acquiring much property in Minnesota and Wisconsin. He was, at his death, April 18, 1893, a director in The First National Bank, and had been successful in all his ventures. Mrs. Hannah Dudley, his wife, survived him.

JAMES DUFFY, lumberman, Marietta, Pa., a shrewd, hard working, versatile Irishman, was a man of original talents and made far more of his life than could have been foreseen at the beginning. The family came to America while James was young. The father, although a man of ideas, left nothing to his family, and James received merely the rudiments of an English education. Living at Marietta, Pa., on the banks of the Susquehanna, he found his first employment, as a boy, in work upon the rafts of logs, which were being floated down stream to a market at Marietta, Middletown and other lumber centers. As a raft pilot, south of Marietta, Mr. Duffy often took a drive of logs down stream during the day time and walked home at night to resume the occupation next day. At a popular restaurant in Philadelphia, Mr. Duffy met, from time to time, many of the leading men of the State, all of whom liked him for his hearty

manners, geniality and quiet wit. One day, one of these friends advised him to buy Pennsylvania Canal bonds, whereupon Mr. Duffy invested every dollar he had in those securities and made several thousand dollars by the transaction. This money was promptly embarked in the lumber business at Marietta, and gained a large accretion every year. About 1859, Mr. Duffy became interested in the freighting of supplies to army posts upon the plains and in California. Going West in person, he organized the service, which required several thousand wagons and teams, and resulted in satisfactory profits. The freighting interests were sold in 1861, and Mr. Duffy became a contractor for Government supplies. During this period, he received the honorary title of "Colonel" from those he dealt with. In Marietta, he took great interest and founded hollow ware and porcelain works there and The National Bank of Marietta. He was an active member of the State Fish Commission, and helped Thomas A. Scott financially with The Texas Pacific Railroad. During his later years, he went into farming and was the most successful tobacco grower in Pennsylvania. At his death, Jan. 7, 1877, age fifty-eight, Marietta lost a good citizen.

WOODFORD HECTOR DULANEY, a property owner, Louisville, Ky., was born in Loudon county, Va., May 16, 1822, the son of Zachariah Dulaney, a school teacher and farmer, who, in turn, was the son of Leroy, son of William, son of William Dulaney, who settled in Bellhaven, now Alexandria, Va., in 1700. The young man received a common school education and took his place in the world of affairs as a merchant in the dry goods business. He removed to Louisville in January, 1841, where he soon became conspicuous in judicious investments in real estate and good management of the property inherited by his wife, Margaret Josephine Cawthon, to whom he was married in 1851. Mr. Dulaney was several times elected to the General Council of the city of Louisville, and has been president of The Elizabeth Town & Paducah Railroad, The Cumberland & Ohio Railroad, and The Kentucky National Bank, and is now serving his twentieth year as director of The Bank of Kentucky. He was president of the Kentucky board of managers of the World's Columbian Exposition. His five children are, Florence, wife of Albert S. Willis, Minister to the Hawaiian Islands; Hector; Benjamin; Lizzie, wife of Judson C. Clements, member of the Interstate Commerce Commission, and May. Mr. Dulaney is the largest individual tax payer in the city of Louisville.

ROBERT DUNBAR, engineer, Buffalo, N. Y., who died Sept. 18, 1890, was born in Carnbee a few miles from the sea coast of Fifeshire, Scotland, Dec. 13, 1812, son of William Dunbar, a mechanical engineer. The Dunbars are in fact a family of engineers. The grandfather of Robert Dunbar located in Canada, in Pickering township, about twenty miles east of Toronto, and the village of Dunbarton grew up around his warehouse, tannery, wagon shop and blacksmith shop and near his farm. Robert sailed for Canada while a boy, went to school there, learned mechanical engineering and first showed his mettle, in 1832, by taking charge of the ship yard docks at Niagara, Ont., for which he designed the machinery and erected the whole outfit. Settling then in Buffalo, N. Y., he invented flour mills, and designed and built there the first grain elevator in the world, becoming the father of the present system of handling and stowing grain. The pioneer elevators in Canada and New York city were also constructed by him. In this business he continued until his death, building nearly all the grain elevators in Buffalo (giving the city a position of one of the largest grain markets in the

United States), and erecting others in Liverpool and Hull, in England, in Odessa, Russia, and many other grain shipping ports. All of his devices are in use to this day. The marine leg, to move up and down and extend from the side of an elevator, was one of his inventions. He was senior partner in Robert Dunbar & Son, grain elevator architects, engineers and contractors, and proprietor of The Eagle Iron Works. By his genius and energy, he gained an ample fortune. Married, Aug. 26, 1840, to Sarah M. Howell, he was the father of William J. and Robert Dunbar, both now deceased; George H. Dunbar, now the proprietor of The Eagle Iron Works; Mary G. Dunbar, now deceased; and Emma G. Dunbar.

JOHN H. DUNHAM, successful banker and merchant, Chicago, Ill., was born in Seneca county, N. Y., of English descent, May 28, 1817, and died April 28, 1893. A man of marked ability and sterling integrity, Mr. Dunham supplemented his early education, obtained at a small district school, by wide and extensive reading, becoming a close student of all of the great questions of his time in this and other lands; and his reading and observation together with foreign travel made him a man of wide and generous culture. While beginning life in a rural county, modestly and unnoticed, he rose to be one of the most influential and respected residents of the metropolis of the West.

After a previous experience in mercantile life at Waterloo, N. Y., he moved to Chicago in 1844, and was ever active in promoting the best interests of his adopted city, and did much toward shaping Chicago's history, not only in connection with The Chicago Water Works, but also in many other successful enterprises. His mercantile enterprise in Chicago was singularly successful, and in time he became a large owner of real property. He served one term with credit in the State Legislature, helped organize the Republican party in Illinois, and was appointed National Bank Examiner for the State by Secretary Hugh McCulloch, proving a most able and efficient officer of the government.

Mr. Dunham organized The Merchants' Loan and Trust Co's Bank in 1857, becoming its first president, and to his strenuous efforts more than to all other influences, was due the complete overthrow of the local "wild cat" currency of that day and the establishment on a sound basis of the finances of the State of Illinois. His services in this respect cannot be too highly commended, operating, as they did, to promote the best interests of the people of his country. During the Civil War, the cause of the Union of the States received his ardent support. The great fire of 1871 entailed a loss upon Mr. Dunham, but he retrieved his ground by the energy characteristic of all he did. Attaining affluence by his own unaided efforts, he was ever ready to help the needy and the oppressed, but his charities, amounting to many thousands of dollars, were always bestowed quietly and without display.

Mr. Dunham was a prominent member of the Second Presbyterian Church, The Chicago Historical Society, Academy of Science, The Y. M. C. A., The Soldiers' Home, the first Board of Trade, and many other well known organizations. He married the daughter of a prominent merchant of Waterloo, N. Y., and his widow with two daughters survive him.

WILLIAM DUNPHY, ranchman, San Francisco, Cal., was born in Montgomery county, N. Y., March 30, 1832, the son of a physician. He journeyed westward in 1849, and in 1853 became agent for The California Stage Co. at Tehama, next a livery stable proprietor, and then a merchant. He finally formed the firm of Dunphy & Hildreth, into



W. D. Muhan

whose affairs he put all the money that he had managed to save, and engaged in cattle raising. For a long period, this business was exceedingly profitable, lands being cheap, the natural increase of the herds supplying an abundant surplus every year for sale, and the vast population absorbed in the search for gold and silver and the prosecution of trade and banking at enormous profits, creating a ready and profitable market. After 1881, he conducted the business alone, with constantly increasing success. Ranches of 3,500 acres in Nevada and two ranches near Salinas in Monterey county, stocked with 20,000 cattle, belonged to him. His market was San Francisco and there he had a home. Mr. Dunphy died Sept. 17, 1892.

WILLIAM HOOD DUNWOODY, flour miller, Minneapolis, Minn., is a native of Westown, Chester county, Pa., where he was born, March 14, 1841. His Scottish ancestor settled in Chester county, Pa., about 1735. The mother's family traces its line to John Hood of England, who settled in Philadelphia in 1684. William was educated in country schools, and at the age of eighteen entered business life in Philadelphia, where he learned the flour and grain trade with an uncle. In 1865, he established himself in the same business in his own behalf, but with a partner. In 1869, Mr. Dunwoody removed to Minneapolis, was a merchant of flour for a year and then engaged in flour milling at the falls of St. Anthony. From a modest beginning, he created a large and flourishing business, and now enjoys the honor of being one of those who has helped to make Minneapolis the greatest flour milling centre in the United States. He is vice president of the present Washburn-Crosby Co., which leases and operates the A, B, and C flour mills of the late Cadwalader C. Washburn, and is also president and controlling owner of The St. Anthony & Dakota Elevator Co., director in The Northwestern National Bank, and vice president of The Minneapolis Trust Co. Dec. 8, 1868, he married Kate L. Patten in Philadelphia. A man of fine character and mind, he exerts a large influence in affairs.

ELEUTHERE IRÈNÉE DU PONT DE NEMOURS, manufacturer, younger son of Pierre Samuel Du Pont de Nemours, was born in Paris, France, June 24, 1771, his unusual baptismal names having been selected by his god father, the celebrated Turgot.

Irène Du Pont, as he was commonly called, was brought up in the country at Bois des Fosses, in what is now the Department of Seine et Marne. His tastes turned early toward agriculture and science, which prompted his father's friend, Lavoisier, whom Turgot had appointed superintendent of the government powder works (*Regie Royale des Poudres et Salpetres*), to take him in charge and secure his right of succession to that important post. This led to his going to the royal mills at Essonne to acquire a knowledge of the manufacture of gunpowder, and there he remained until the French Revolution.

June 8, 1791, his father, a leading advocate of constitutional monarchy, founded a large publishing house in the interest of the Conservative party, and summoned Irène to take charge of the enterprise. Thus, at the age of twenty, the latter became superintendent of a great business, necessarily connected with the political troubles of a stormy time. He was thrice imprisoned and frequently exposed to great personal danger—particularly on the fatal day of Aug. 10, 1792, when he accompanied his father to the Tuilleries to defend the king's person. Both were fortunate enough to escape unharmed, and Irène Du Pont remained for some time in concealment at Essonne. After the Reign of Terror, he supported his father in courageous opposition to the



E. F. du Pont de Nemours

Jacobins who, when beaten at the polls. Sept. 5, 1797. called in Augureau's troops to overthrow the government, his father being again imprisoned and the printing house destroyed by the mob. In despair as to the future and ruined in fortune, the Du Pont family turned toward the new world, and, in 1799. Irène Dupont, with his father and brother, and their families, sailed for America, arriving in Newport, R. I., on the first day of the present century

A few months later, an accidental circumstance called Irène Du Pont's attention to the bad quality of the gunpowder made in the United States and gave him the idea of undertaking its manufacture. Going to France in January, 1801, he revisited Essonne to procure plans and models, and returned to the United States in August, with some of the machinery. It is noteworthy that he was urged by Thomas Jefferson, his father's friend, to locate in Virginia, and that he declined on account of the effects which the institution of slavery had produced upon the character of the white race. Similar reasons deterred him from establishing himself in Maryland, and after inspecting sites at Paterson, N. J., and several other places, he bought, in June, 1802, a tract of land with water power upon the banks of the Brandywine, four miles from Wilmington, Del., and arrived there with his family July 19. As early as 1810, his gunpowder works, known as the Eleutherian mills, and yet in operation, had a capacity of 600,000 pounds per year, and during the War of 1812, in which he served as Captain of Delaware volunteers, they were able to furnish the entire powder supply for the American armies. The business, conducted from the start under the firm name of E. I. Du Pont de Nemours & Co., steadily grew, and at the time of Irène Du Pont's sudden death from cholera in Philadelphia, Oct. 31, 1834, his mills were the most important of their kind in the United States.

Inheriting that spirit of philanthropy which characterized his distinguished father, amid the incessant toil of an engrossing business career, Irène Du Pont never forgot for a moment the duties he owed to his fellow men. He was not only foremost in the development of the agriculture and industry about him and in every measure of local improvement, but found time to serve as director in The Bank of the United States, take part in the philanthropic labors of The American Colonization Society and associate his life with innumerable acts of private benevolence. Nov. 26, 1791, he married in Paris, Sophie Madeleine Dalmas, who died in 1828. His three sons, Alfred Victor, Henry and Alexis Irène, continued the manufacturing enterprise.

HENRY DU PONT, manufacturer, second son of Eleuthere Irène Du Pont de Nemours, born at the Eleutherian Mills, near Wilmington, Del., Aug. 8, 1812, died Aug. 8, 1889, in Wilmington. In October, 1822, he was sent to school at Constant's Mount Airy seminary, Germantown, Pa., which, in 1826, became a military school under the direction of Colonel Roumfort. He left there in 1829, upon his appointment as cadet at the United States Military Academy, West Point, whence he graduated July 1, 1833, becoming Brevet Second Lieutenant of the 4th U. S. Artillery. Reporting for duty at Fort Monroe, Va., he was soon ordered with a battalion to Fort Mitchell in the Creek Indian country, Ala., where he performed frontier duty with his command. July 15, 1834, he resigned his commission in the army at the instance of his father, and returned to Delaware to assist in the manufacture of gunpowder.

After Irène Du Pont's sudden death in Philadelphia in the following October, Henry Du Pont aided his brother-in-law, Mr. Bidermann, and afterward his oldest



Henry H. [illegible]

brother, Alfred, in the management of the business, which successfully weathered the financial depression of 1837.

When, in 1850, Henry Du Pont became the head of the firm of E. I. Du Pont de Nemours & Co., his executive ability soon made itself felt, and from that time until his death, he was the controlling spirit of the enterprise, which, under his direction, assumed proportions of very great magnitude. In addition to the vast consumption of gunpowder in the vocations of peace, the mills sent large quantities abroad, in 1855, for the use of the English troops in the Crimea and supplied the United States government during the War of the Rebellion. During his long business career, Henry Du Pont was found equal to every emergency. Industry, enterprise, fair dealing and liberality were the characteristics of his management of affairs.

A Whig in politics, he cast his first vote for Henry Clay in 1836, and, although he supported Bell and Everett in 1860, after the dissolution of the Whig party, yet, when the Rebellion broke out, his patriotic and law-abiding character made him a staunch advocate of President Lincoln, and he became one of the leaders of the Delaware Republicans and their candidate for Presidential Elector in 1868, 1876, 1880, 1884 and 1888. In his eyes, political work was a patriotic duty and he performed it faithfully, serving for more than forty years as inspector of elections and challenger at the polls.

His military service in the State began as Aide-de-Camp to Governor Cooper in 1841. May 16, 1846, Governor Temple appointed him Adjutant General of the State, which office he held until May 11, 1861, when he was appointed by Governor Burton Major General of forces raised and to be raised in Delaware. In accepting the office, General Du Pont stipulated that he should have absolute control of the armed forces of the State, and his first order, which compelled every man in the State military service to take an oath of allegiance to the United States or to surrender his arms, at once drew a line between the supporters of the Government and the disloyal spirits, who were counting upon the chances of Southern success and secretly discussing the question of taking Delaware out of the Union. Although the latter had influence enough to induce Governor Burton to suspend the order referred to, yet, upon General Du Pont's application, General Dix, commanding the United States troops at Baltimore, sent an armed force to Delaware to maintain the supremacy of the general government.

With many other family characteristics, Henry Du Pont inherited the strong agricultural tastes of his father and grandfather. He was probably the largest as well as the most popular land owner in Delaware, always displaying an almost fatherly solicitude for the interest of his tenants and employés. Decided in opinion, liberal in thought, wise, prudent and sagacious in business, and generous in private life, he took an active interest in the local affairs of his community and was always the firm friend and advocate of public improvement. July 15, 1837, he married Louisa Gerhard, who survived him.

HENRY ALGERNON DU PONT, soldier, son of Henry Du Pont, was born at the Elcutherian Mills, near Wilmington, Del., July 30, 1838. In 1853, he went to the Rev. Dr. Lyon's boarding school near Philadelphia, and in 1855, entered the University of Pennsylvania, leaving college a year later to go to West Point as a cadet at the United States Military Academy. Graduating at the head of his class, May 6, 1861, he was appointed Second Lieutenant of the Corps of Eng., U. S. A., and May 14, 1861, First Lieutenant, 5th U. S. Art. July 6, 1861, he was made regimental Adjutant, and was

acting assistant Adjutant General of the troops in New York harbor, April, 1862, to July 4, 1863, from which date he was in command of Light Battery B, 5th U. S. Art., in the field, being promoted to be Captain, 5th U. S. Art., March 24, 1864, and taking part in the battle of Newmarket, Va., May 15, 1864. As Chief of Artillery in West Virginia, dating from May 24, 1864, he commanded the artillery during Hunter's Virginia campaign at the battle of Piedmont, June 5, 1864, the engagement at Lexington, June 11, the affair near Lynchburg, June 17, the battle of Lynchburg, June 18, and the affairs at Liberty, June 19, and Mason's Creek, June 21, 1864. Being then made Chief of Artillery, Army of West Virginia, July 28, 1864, he served in Sheridan's campaign in the Valley of Virginia, commanding the artillery brigade of Crook's corps in affairs with the enemy at Cedar Creek, Aug. 12, and Halltown, Aug. 23, 25 and 27; the action at Berryville, Sept. 3; the battle of Opequan (Winchester), Sept. 19; the battle of Fisher's Hill, Sept. 22; the affair at Cedar Creek, Oct. 13, and the battle of Cedar Creek, Oct. 19, 1864.

He was brevetted Major, to date from Sept. 19, 1864, for gallant and meritorious conduct at the battles of Opequan and Fisher's Hill, and Lieutenant Colonel, Oct. 19, 1864, for distinguished services at the battle of Cedar Creek. After the war he commanded Light Battery F, 5th U. S. Art., and at various times the posts of Fort Monroe, Va., Camp Williams, Va., Sedgwick Barracks, D. C., and Fort Adams, R. I., and was a member of the board of officers which assimilated the tactics for the three arms of the service. Colonel Du Pont resigned from the army March 1, 1875, and since May 5, 1879, has been president of The Wilmington & Northern Railroad, and he is also a director of The Baltimore & Philadelphia and The Delaware River Railroads and The Philadelphia & Reading Coal & Iron Co., and the manager of much real estate in Delaware.



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GEORGE EASTMAN, inventor of the Kodak camera, Rochester, N. Y., was born in Waterville, N. Y., July 12, 1854, son of George W. and Maria Kilbourn Eastman, and settled in Rochester, N. Y., in 1861. At fourteen, Mr. Eastman went into the insurance office of Cornelius Weydell and spent several years in this line of occupation, both there and with Buell & Brewster and Buell & Hayden, but, in 1877, found a place as bookkeeper in The Rochester Savings Bank, for four years. As an amateur photographer and experimenter during this period, Mr. Eastman perfected a process for making dry plates, and, leaving the bank in 1881, he began to manufacture dry plates on a small scale. Mr. Eastman soon realized that he had an invention of value. The same year, 1881, with Henry A. Strong, he organized The Eastman Dry Plate Co., and engaged not only in the production of dry plates but of other photographic apparatus. The roll film, the roll holder and the Kodak came one after the other, and there finally grew into existence a group of industries devoted to the manufacture of the Eastman specialties and of photographic apparatus generally. The Eastman Dry Plate Co. now employs 700 people and has a branch factory in Harrow, England. The Kodak was the greatest hit, and The Eastman Kodak Co., formed to produce it, capital \$5,000,000, is sending its goods all over the world. There is also another company now. The Eastman Photographic Materials Co., Ltd., capital \$1,000,000, which is the foreign branch, and Mr. Eastman is treasurer and general manager of all three. The expression, "You press the button, we do the rest," originated with him. He is now a director in The Flour City Bank and The Alliance Bank, and a member of the Genesee Valley club. He is unmarried.

HENRY FRANKLIN EATON, lumberman, the most conspicuous citizen of the far Eastern frontier town of Calais, Me., born Nov. 22, 1812, in Groton, Mass., died March 22, 1895. His paternal ancestors, Jonas and Grace Eaton, emigrated from England to Reading, Mass., in 1642. Jonas Eaton, his father, a farmer, married Mary Corey, and both were members of old Massachusetts families. Franklin spent his boyhood on the farm, gaining an education in the public schools and Lawrence Academy in Groton. When of age, he paid a visit to his brother, Joseph Emerson Eaton, a lumber manufacturer on the St. Croix river, which forms the boundary between Washington county, Me., and New Brunswick, and resolved to remain upon the St. Croix. With \$60, which he had earned in teaching, and the further equipment of physical vigor and honesty, he embarked in the manufacture and shipment of lumber. Through careful economy, something was saved every year, and by reinvestment Mr. Eaton finally became the proprietor of large saw mills in Calais and of pine timber lands in the counties of Washington, Somerset, Piscataquis, and Aroostook, Me., and in Charlotte, N. B. In later years, two sons came into partnership in the firm of H. F. Eaton & Sons. Until seventy-eight years of age, Mr. Eaton dwelt on the New Brunswick side of the St. Croix river, without, however, taking the oath of allegiance to the Queen. After that, he made his home in Calais. The family are all staunch Republicans. In 1842, Mr. Eaton married Anna Louise Boardman, whose ancestors on both sides came from England to Ipswich and Newbury, Mass., about the middle of the seventeenth

century. His children are George H. Eaton, a graduate of Amherst college, and Henry B. Eaton, both partners in H. F. Eaton & Sons; Wilfred L. Eaton, an employé of the firm; Franklin M. Eaton, a graduate of Yale college and a physician in Providence, R. I.; Henrietta M., wife of the Rev. John J. Blair, of Wallingford, Conn., and Annie K., wife of Horace B. Murchie, of South Orange, N. J. In early life, Mr. Eaton professed his faith in Christ. Added to his pure life and vigorous health, his success was due to a fixed purpose, perfect order, persistent industry, an equable temperament and simple habits.

JAMES DEPEW EDMUNDSON, banker, Council Bluffs, Ia., was born Nov. 23, 1838, in Des Moines county, Ia., on a farm. His father's family were of Scotch-Irish descent, name originally Edmiston. The maternal ancestor, Dupuy, a Huguenot, was driven from France by the repeal of the Edict of Nantes. James attended the public schools in boyhood, read *THE NEW YORK TRIBUNE* as an auxiliary teacher, and profited thereby; taught school; toiled as a clerk in the stores; and then read law. At the age of twenty-two, he was admitted to the bar and began practice, and, in addition, soon afterward devoted himself to buying and selling land in Western Iowa. He has been a resident of Council Bluffs since 1866. Mr. Edmundson made his way steadily but not without the usual period of struggle at the beginning. In 1882, banking was added to his other vocations and he is president of The Citizens' State Bank and is also connected with The State Savings Bank, the Sioux Valley Bank of Correctionville, Ia., and The Bankers' National Bank of Chicago as well as The Pioneer Implement Co. of Council Bluffs. He has other investments and owns a large amount of improved farm land in Iowa. His life has been honest, diligent and uneventful, although travel over most of the United States and frequently in Europe has occupied some of his time. He has been twice married and has no children.

DAN PARMELEE EELLS, a representative American and prominent resident of Cleveland, O., is a descendant of a long line of men noted for deep religious feeling and strong mental and moral qualities. The first was a man famed rather for ability in war than in peace, Major Samuel Eells of Barnstable, England, a lawyer and an officer in the British army, who came to this country in the early part of the seventeenth century and located in Connecticut.

Dan P. Eells is the youngest son of the Rev. James Eells and Mehitabel Parmelee. His mother belonged to the well known family of that name in Durham, Conn. In this family, there had always been a Dan Parmelee, hence Mr. Eells's name. In 1804, the Rev. James Eells removed with his family to Oneida county, and from there, in 1831, to Ohio, where, after one or two removals, he settled permanently in Amherst, Lorain county. When fifteen years of age, the son became a clerk in a store at Elyria. In 1841, he went to Oberlin to prepare for college, paying his tuition out of what he was able to earn in one of the village stores. In the Fall of 1844, he entered Hamilton college; but, being unable to meet his college expenses, he left at the expiration of his Sophomore year and returned to Ohio. The college gave him his degree afterward and his name appears in its records with the class of 1848.

In September, 1846, Mr. Eells became a bookkeeper for Cobb & Bishop, forwarding merchants in Cleveland. That was the beginning of his active business life. He was a fine penman and able accountant and had inherited, in a marked degree, the moral and mental characteristics of his ancestors. Two months later, he left to teach school at

Amherst. In the Spring of 1847, he again returned to Cleveland and became general bookkeeper in the large shipping house of Barney, Waring & Co., but two years later, took a place as bookkeeper in the old Commercial Branch of The State Bank of Ohio, where he remained for eight years and made many friends. Well fitted then for a venture on his own account, Mr. Eells became a partner in a private banking firm, Hall, Eells & Co., who prospered from the start. Mr. Eells's services in The Commercial Bank had been so much appreciated, however, that determined efforts were made by the directors to induce him to return, and this he finally did, remaining with The Commercial Bank as cashier until 1865, when its charter expired.

The Commercial National Bank was organized the same year, Mr. Eells being vice-president, and later, upon the death of W. A. Otis, the president, in 1868, Mr. Eells succeeded to the presidency and has filled that position to the present time, guiding the institution through several periods of financial disaster, which brought forth fully the ability and foresight of the man and financier. Except for about a year and a half, when with the firm of Hall, Eells & Co., Mr. Eells's connection with The Commercial Bank has, at the present writing, 1896, covered a period of forty-seven years.

Later on, when competent subordinates made it possible, Mr. Eells found time to participate in other business enterprises of large magnitude, and, being known as a judicious, honorable and exceedingly enterprising man, his name carried weight and influence. Becoming identified with prominent eastern capitalists, in conjunction with them he has carried through railroad enterprises of great importance. He built a considerable part of The Lake Erie & Western Railway, and was its first vice president. He was also one of the projectors of The Ohio Central Railroad and its first president, and prominent in the construction of The St. Louis, Keokuk & Northwestern Railway, The New York, Chicago & St. Louis Railway, The Detroit, Mackinac & Marquette Railroad, and The East Tennessee, Virginia & Georgia Railroad. In connection with others, he built and consolidated railroads, along whose lines villages sprang up, manufacturing were started and the whole country benefited. Mr. Eells's influence continued to broaden, until he became a prominent factor in many banks, railroads, mercantile companies and other enterprises of various character, and he has been a director of The United States Express Co. for about thirty years, and is president and director of several other corporations.

There is scarcely a worthy charitable institution in Ohio which has not received benefits from his liberal hand, and he finds time, despite all the work of his active business life, to help in church work. For many years, Mr. Eells has served as an elder in the Second Presbyterian church of Cleveland, and as one of its most ardent members, and he has been, for a quarter of a century, president of The Cleveland Bible Society, and is a trustee of Lane Theological Seminary, Oberlin college, Hamilton college and Lake Erie seminary.

To Mr. Eells and his first wife, Mary M. Howard, daughter of the late Col. George A. Howard, of Orwell, Ashtabula county, O., were born two children, Howard Parmelee and Emma Paige. His second wife was Miss Mary Witt, daughter of the late Stillman Witt. Of five children by this marriage, only one, Stillman Witt, a member of the class of 1896 in Yale college, survives. The eldest son, Howard P. Eells, is a graduate of both Hamilton and Harvard, and is one of the representative younger men of Cleveland, and ranks high as an enterprising and honorable business man.

THOMAS WALKER ELIASON, a merchant of business ability and singular good judgment, Chestertown, Md., began life as clerk in a country store in that town, in which he was born, Dec. 27, 1843, and has found the busy community of now about 3,000 inhabitants, on the Chester river, fifty-five miles from Baltimore, a sufficient field for profitable enterprise. The hero of La Fontaine's fable pursued Fortune in vain at court and elsewhere and returned to find it at last on his own door step. Mr. Eliason has proved the wisdom of looking on one's door step first. His mercantile business has proved successful, and later operations in stocks and bonds have placed him beyond the reach of poverty.

WILLIAM LUKENS ELKINS, a prominent citizen of Philadelphia and a financier of wide reputation, exceedingly active in affairs, is a native of West Virginia and was born of Quaker parentage, May 2, 1832. His father, George W. Elkins, is remembered as one of the pioneer paper manufacturers of the United States.

Mr. Elkins comes from good old Colonial stock, his ancestors having emigrated from England about 1620 and taken their place among the earliest inhabitants of New England, the first of the name in this country making his appearance in the new world in the year 1614. The great grandfather on the maternal side was the Rev. John Watts, who founded the first Baptist church in Pennsylvania and figured quite actively both in the early history and development of Philadelphia. His daughter was married in that city in Christ church, which was finished in 1752 and stands to-day as one of the landmarks of the Quaker City.

Mr. Elkins's parents came with their family to Philadelphia in 1840, where William was educated in the public schools. At the age of fifteen, he left his books and accepted a position as entry clerk in a store in Philadelphia. In 1852, so promptly had he mastered the ideas of business, he engaged in produce dealings in New York city, and after a year's experience returned to Philadelphia to embark in the same vocation there in partnership with Peter Sayboldt. The firm were wide awake and industrious, and created in time what was possibly the largest business in dealing in agricultural products in this country, and a profitable one. In 1861, Mr. Elkins purchased his partner's interest and continued alone until the general demoralization caused by the Civil War induced him to discontinue it.

It was at this time that the discovery of petroleum in Pennsylvania had created intense excitement among all classes, and Mr. Elkins was quick to see opportunities in this new field. Repairing to Western Pennsylvania, he made a thorough investigation of the oil regions, and from 1861 to 1880 organized many oil companies and operated extensively in this industry. Being convinced from the beginning that the supply of petroleum was practically unlimited, he returned to Philadelphia and became one of the first to engage in the refining of crude oil. Several small refineries were purchased, The Belmont Oil Works were leased and control of the entire local industry of oil refining had soon been obtained by Mr. Elkins. At this time, his works had a capacity of about six hundred barrels per week. The business grew with amazing rapidity, however, and increased to such proportions that in time Mr. Elkins was producing from his various plants over 20,000 barrels a month. It is an interesting fact that the first gasoline ever made was the product of his works. Several times, the plants were destroyed by fire, but after each disaster they were rebuilt and extended. As for oil wells, Mr. Elkins bought an interest in several and opened others. He purchased The Riverside



W. L. Collins

Oil Works on the Allegheny river, which he afterward sold, and in 1875, he became a partner of The Standard Oil Co., to which, five years later, he disposed of his interest, **accepting Standard Oil stock in part payment.**

In 1873, in addition to other enterprises, Mr. Elkins became largely engaged in the manufacture of illuminating gas, securing an interest in a number of gas works throughout the United States.

In more recent years, Mr. Elkins has turned his business and his capital in a new direction. In company with associates, he invested heavily in the street railroads of Philadelphia and planned the organization of a company, which, by controlling a number of the best paying roads in the city, would be enabled to operate them all at a minimum of expense and make each road serve as a feeder for the others. The result of their efforts was the formation of The Philadelphia Traction Co., which controls and operates many of the most important and valuable lines in Philadelphia and whose service extends to every section of the city.

The operations of Mr. Elkins and his associates in this species of enterprises are by no means confined to Philadelphia, but they have extensive interests in street railways in New York, Chicago, Pittsburgh, Baltimore, and other communities, where their business has become widely extended. Mr. Elkins has helped organize The West Side and The North Side Street Railroads of Chicago, The Metropolitan Traction Co. of New York, The Baltimore Traction Co., and The Pittsburgh Traction Co. and is a heavy stockholder and director in all these companies, besides being interested in the manufacture of cable machinery and cable railroad plants, several of which latter have been created by his company.

Mr. Elkins is practically the organizer of The United Gas & Improvement Co. and is at present a director in the same. This company, which is capitalized at \$10,000,000, controls in the neighborhood of sixty-five plants for the manufacture of illuminating gas in different cities throughout the country, and is also president of The Globe Gas Light Co., president of The Continental Railroad, director in The Consolidation Bank, a trustee of the Girard estate, and has been a director in The Pennsylvania Railroad since 1877. In company with his friend and partner, P. A. B. Widener, Mr. Elkins has in recent years engaged extensively in building operations in the northwestern section of Philadelphia, where, having purchased large tracts of land, they have erected about 3,000 houses and greatly developed that part of the city.

By marriage, in 1858, to Miss Louisa Broomal of Chester county, Pa., whose family are prominent in that section, Mr. Elkins has become the father of four children, George W. Elkins, William L. Elkins, jr., Mrs. Eleanor Elkins Widener, and Mrs. Ida Elkins Tyler, wife of Sidney Tyler. He ranks among Philadelphia's most liberal and public spirited citizens, and while a strong Republican, has never held political office, except as a Commissioner to represent his city at the Vienna Exposition in 1873. He is a member of several of the best clubs, including the Union League. The family make their home in a notably fine residence on Broad street, where Mr. Elkins loves to surround himself with beautiful objects and where he has made a valuable collection of fine paintings, which represent the best examples of European and American art. His further interest in art matters is shown by the fact that he has recently offered a prize of \$5,000 for a painting by an American artist, to be competed for at the exhibition of the Pennsylvania Academy of Fine Arts.

Personally, Mr. Elkins is affable and hearty in manner, combining marked kindness of nature with a business promptness and decision, which enable him to transact business with rapidity and without apparent fatigue. A man of sturdy physique, clear mind, and indomitable determination, he has from an humble beginning made his way rapidly and honorably to the foremost ranks of business and commercial life.

EDWARD ELLIS, manufacturer, Schenectady, N. Y., was born in that city, March 13, 1844, a son of the late John Ellis, locomotive manufacturer. He attended school in Schenectady and Ballston Spa, and then began life as a workman in the locomotive works of his father. He followed every process of the business, step by step, until his training was complete, and then received a share in the management. He is now the president of The Schenectady Locomotive Works and a capable, industrious and successful man. He is vice president of The Mohawk National Bank of Schenectady, and a member of the Manhattan club of New York city and Chicago club of Chicago.

COL. LITTLEBERRY AMBROSE ELLIS, prominent as a cotton and sugar planter in Texas, is a native of Mississippi, Hinds county. Born Feb. 19, 1827, and given a fair education, he began reading law but found the profession irksome and gave it up. From 1851 to 1861, a merchant in Jefferson, Texas, the bugles of the Civil War swept him into the field and he served in the Confederate army until all was lost. Returning to mercantile life, he then, in 1868, with Col. E. H. Cunningham, leased the labor of the State penitentiaries for ten years. Cheap labor and good prices for the products thereof added to his means. Colonel Ellis had inherited large plantations and these he devoted to cotton planting and the production and manufacture of sugar. He now has a large investment in sugar mills, lands and property in Walker county (in all 65,000 acres in Texas), and three plantations in Louisiana, and has been remarkably successful, although sugar interests have recently received a check, owing to the policies enacted at Washington. In 1877-78, Colonel Ellis became one of seven to build The East Line & Red River Railroad, and is now a director in The American National Bank, and otherwise active in finance. A singular man in many respects, he takes no interest in politics, or at any rate has never held office, and never has joined any church or secret society. He married Miss Pink Owen, in 1855, and after her death, he married again in 1865. Six feet high, florid, with silvery hair, gray eyes and vigorous health, he is one of the most notable citizens of Austin, Tex.

JAMES WILLIAM ELLSWORTH, senior member of the firm of James W. Ellsworth & Co., of Chicago and Cleveland, owners and operators of mines in Pennsylvania, Ohio and West Virginia—one of the largest mining and shipping interests in the United States—is a descendant in a direct line from Josias Ellsworth, an English colonist, who came to America in 1646 and helped found the town of Old Windsor, Conn. With that westward movement of New England, which left churches and colleges in its path, the grandfather, Elisha Ellsworth, removed to what is known as the Western Reserve in Ohio, where, at Hudson, Edgar B. Ellsworth, father of James W. Ellsworth, was born. The descendants of Josias number many names eminent in jurisprudence and in the political and commercial affairs of this country. History records them as "Puritans of the best stock." The family traces its descent from Sir John Ellsworth of Cambridgeshire, England, in the reign of Edward III.

The mother of the subject of this biography, Mary H. Dawes, daughter of Judge Dawes of Maine, was a woman in whom were embodied New England ideals and spirit.

She constantly held before her children high conceptions of life, its privileges and opportunity for culture. James W. Ellsworth was born at Hudson, Summit county, O., Oct. 13, 1849, and grew to early manhood in an atmosphere which has vitalized the latent energies of its sons, broadened their outlook and made many of them a power in the country. His father was an earnest Republican, when the Western Reserve was the battle ground of discussion, in which ideas of liberty were sure to have supremacy. As a boy, James showed a marked fondness for books and works of art, a fondness judiciously fostered by his parents, and one which has been steadily developed during his career. His education was received at Hudson in the preparatory school of the Western Reserve college, at the conclusion of which term of study, being thrown upon his own resources, he went to Chicago and there began his business career as an office boy in a coal office. He advanced slowly but steadily, saved his earnings, and, at length, started in the same business on his own account. The trade of Mr. Ellsworth grew so rapidly under his energetic direction that it soon became a necessity to control the sources of supply and the means of transportation. From time to time, mines were leased or purchased, and their output increased by the addition of machinery; docks were purchased at Duluth, West Superior and Ashland; depots were established in various cities in the West, and the firm, from a start of a few hundred dollars, has now risen to control vast amounts of property, and distributes more than 2,000,000 tons of bituminous coal each year. Mr. Ellsworth is president of The Ohio Coal Co., at St. Paul, and president of The Cleveland & Pittsburgh Dock Co., in Cleveland.

Notwithstanding the cares of this vast business, Mr. Ellsworth has yet found time for the cultivation of his artistic and scholastic tastes. His private library, distinguished as it is by a rare collection of Shakespearian literature, the presence of many unique specimens, above all the "Guttenburg Bible," is only equalled by his collection of paintings, the chief and consummate canvas being a well known portrait by Rembrandt. He also possesses the Lorenzo Lotto portrait of Columbus, which has been awarded distinguished consideration in Spain and is a priceless possession, besides many rare rugs and specimens of ceramic art. The rooms are freely open to those most interested in such collections. The residence of Mr. Ellsworth, like his ancestry, is old colonial in style and a notable example of characteristic American architecture, elegant in its appointments and admirably adapted to entertain, as was shown in many well known instances in the course of the Columbian Exposition.

Mr. Ellsworth was married, in 1874, to Miss Eva Butler, daughter of Oliver M. Butler. Mrs. Ellsworth died in 1888, leaving two children, Lincoln and Eva Clare.

The public spirit of Mr. Ellsworth has shown itself in his labors as one of the South Park Commissioners, as an early friend and patron of the Art Institute, as president of the Inter-State Exposition and as a member of the board of directors of the World's Columbian Exposition. He was chairman of the Committee on Liberal Arts and a member of both the Executive and Finance Committees. His unflagging zeal, determination that the Fair should redound to the credit of the city and nation, and his well remembered efforts in these directions, especially in the Finance Committee at trying times, when vast sums of money had to be raised, are among the admirable records of the preparatory work of the greatest exposition the world has yet known. He is a member of the Chicago and Union League clubs in Chicago, the Grolier, Players', Aldine, Manhattan and Century clubs of New York, and the Bibliographical club of London.

GEN. SAMUEL STEWART ELLSWORTH, jr., of Penn Yan, N. Y., born in that place while it was yet a mere village, Dec. 25, 1839, died in Penn Yan, May 6, 1892. The son of Judge Samuel S. Ellsworth, a pioneer of Yates county, and Elizabeth Vosburg Henry, his wife, he was prepared in Penn Yan thoroughly for a higher education and graduated from Hamilton college in 1860, after a three years' course, being made an M.A. in 1863. While he read law for a time, he never practiced, the care of his father's estate falling upon him at the latter's death in 1863. To business affairs, he gave close attention during a successful and active life. For four years, beginning in 1867, he conducted a grain, malting and forwarding business with F. Davis, jr., at Watkins, and in 1884, began to deal in coal, the local firm of S. S. Ellsworth & Co. being formed in 1890. Other business connections will be referred to hereafter.

Politics, however, occupied much of his thoughts from early manhood. As a War Democrat, the government won from him a cordial support during the Civil War, and his always ready and eloquent speech and graceful comments on public affairs contributed much to advance the Union cause. In 1865, '68, '70 and '74, he sat in the State convention of his party as a delegate, and in 1872, in the national convention in Baltimore, his advice being always received with respect. Public office did not especially attract him, yet in behalf of his party he made a contest for a seat in the State Assembly in 1870, and came out with great honor, although the Democrats were in a hopeless minority. His actual office holding was limited to two terms as Supervisor for the town of Milo, 1882-83, three years in the Board of Education of Penn Yan, 1875-77, and Quartermaster General on Governor Tilden's staff, 1875-76. Eminent soundness of character, marked abilities and wide acquaintance with men and measures brought to General Ellsworth several positions of responsibility in private affairs. In 1869, he was elected president of The Sodus Point & Southern Railroad; in 1872, president of The Wilkes-Barre & Seneca Lake Coal Co.; in 1870, trustee of Hamilton college; during 1868-80, a manager of The Fall Brook Coal Co.; and in 1891, president of The Lake Keuka Ice Co. He became a member of The American Institute of Christian Philosophy in 1890, and at another date a trustee of the John Magee estate. In every relation, the record of General Ellsworth was spotless and most creditable. It may be told, also, that he was the first patron of the Ellsworth Hose company of Penn Yan, named in his honor and composed of the best young men of the place, who won the State prize at a competition in Cortland, Aug. 28, 1888.

The wife of General Ellsworth was Hebe Parker (only daughter of the late Hon. John Magee), whom he married Dec. 12, 1866, and who died in Paris, France, April 16, 1880. To them two sons were born, Duncan Stewart, Feb. 19, 1870, and John Magee Ellsworth, May 17, 1874, both of whom have been students in Yale university. General Ellsworth was the central figure in the social and business life of Penn Yan, public spirited, pure, refined and cultivated, a strong Presbyterian, genial, remarkable for his clear memory and well trained mind, and universally loved and respected.

GEORGE ELLWANGER, a nurseryman, Rochester, N. Y., was born in Grossheppach, Württemberg, Dec. 2, 1816, the son of a landholder and vineyard owner. The lad was educated in his native town and Stuttgart, and began life as an apprentice in the foremost horticultural establishment in Stuttgart. He came to America in 1835 and settled in Rochester, where, in 1839, he established the firm of Ellwanger & Barry for the raising of fruit and shade trees, shrubs, and flower and foliage plants. This

was the pioneer nursery of the West, and, being located just beyond the city limits on the Mount Hope road, took the name of the Mount Hope Nursery. There are 650 acres now under cultivation. The firm have long made a specialty of fruit and ornamental trees and the rarer evergreen and deciduous trees and shrubs, and have been leaders in the propagation of new and previously unknown plants of various kinds. Imitation is the compliment regularly paid to success, and there are now more than forty competing nurseries in the suburbs of Rochester, but Ellwanger & Barry maintain their rank as the oldest and soundest house in the business. Their products are probably more diversified than those of any other nursery in the United States. Mr. Ellwanger built and owns the large Ellwanger & Barry office building and is a trustee of The Monroe County Savings Bank and The Trust & Safe Deposit Co., director in The Flour City Bank, and first vice president of The Reynolds Library and connected with various local industries. He was married in 1846 at Brooks Grove, N. Y., to Cornelia Brooks, and is the father of George H., Henry B., William D. and Edward S. Ellwanger.

HENRY F. EMERIC, San Francisco, Cal., capitalist, is a son of the late Joseph Emeric, from whom he inherited a large property. Joseph Emeric, born in Novelles, France, in 1793, came to Boston in 1836 and located there as an importer of madder and teasles, removing to New York in 1840. There he became a prosperous merchant but finally failed and arrived in California in February, 1849, a poor man, with only a dollar of money. He prospected in the mines and then found work on the wharves in San Francisco, saved his money and engaged later in a wood and charcoal trade for two years and finally entered a grain and commission firm as partner. In 1854, the firm dissolved and Mr. Emeric accepted as his share of the proceeds land in Contra Costa county, upon which he engaged in fruit raising. He added to this tract by purchases until he had acquired 2,500 acres at San Pablo, fronting on the bay between Oakland and Berkeley. This property is now immensely valuable. In 1869, he again went into business in San Francisco as an importer of French wines and other products. The venture was successful and brought him wealth, which he invested in local and business property, including the California Hotel. Henry F. Emeric was born in New York city, Jan. 17, 1849. He graduated from Union college, entered his father's office, and in 1872, went to the Donohoe, Kelly & Co. bank, and later to France to visit his uncles for two years. He returned in 1871. There was a difference at the time between father and son, and the latter put forth a determined effort to make his way alone, becoming a policeman, baker, grocer's clerk, salesman and prospector by turns, and, after many hardships, an employé with Wells, Fargo & Co., with whom he remained until his father's death in 1889. He has since been occupied with investments.

LEWIS EMERY, jr., petroleum producer, Bradford, Pa., born near Cherry Creek, N. Y., in 1839, the son of a railroad contractor and small manufacturer of woolen goods, made his debut amid a throng of other fortune seekers in the oil regions in 1865. Stopping at Pit Hole in Venango county, Pa., he located his first oil well at Pioneer in the same year. Good luck rewarded him for a time and all went merrily until the year of the great panic, when Mr. Emery failed completely. Locating then in Bradford, Pa., in advance of oil development there, Mr. Emery leased about fourteen thousand acres of land, courage and good reputation being his only capital. Sinking the first well at Toad Hollow, two miles south of the present city of Bradford, in July, 1875, he obtained a flow of forty barrels of oil per day. Virtually the pioneer in

the Bradford oil field, he has remained there until this day. The Quintuple Oil Co., which owns oil lands and leases them to producers, receiving a royalty for every barrel of oil obtained therefrom, was organized by him. He has had some interest also in oil refining and is now associated with The Standard Oil Co., carries on a trade in hardware supplies for oil wells, is chief proprietor of The Emery Manufacturing Co., and has interests in the West and South.

WILLIAM ENDICOTT, jr., merchant, Boston, Mass., and member of an old and highly respectable New England family, is the son of William Endicott. Born in Beverly, Mass., Jan. 4, 1826, he attended school with other lads of the town at Beverly academy, and took his first lessons in business as clerk in a country store—a very fine school, by the way, for a progressive merchant if he has brains, being often a stepping stone to a place in the city. His fortune has been gained mainly in the dry goods business in the firm of C. F. Hovey & Co., of Boston, and in Western railroads. He is a man of high character, and president of The New England Trust Co. and The Suffolk Savings Bank, and in the city of Boston, where he has passed his life, enjoys a good reputation and wide influence.

JAMES E. ENGLISH, once Governor of Connecticut, and at his death probably the richest man in the State, who died March 2, 1890, was born in New Haven, March 13, 1812. In a Puritan ancestry and an excellent home training undoubtedly originated his noble character. As a carpenter's apprentice Mr. English learned a trade, beginning at the age of sixteen, performing his first work on the Lancasterian school house of New Haven. A large number of the finest houses in New Haven in those days were erected by him. When of age, he had saved \$100, and two years later was worth \$3,000. He then embarked in business as a lumber merchant, and, aided by experience as a builder, met with much success, being able to continue in business even during the panic of 1857, when others failed. He also had an interest in shipping.

In partnership with H. M. Welch and Hiram Camp, Mr. English, at the age of forty-three, bought the property of The Jerome Clock Co., then bankrupt, reorganized it as The New Haven Clock Co., and brought it to a condition of prosperity. Local real estate was one of his favorite investments, and, at his death, Mr. English owned a large percentage of the taxable property of New Haven.

Public affairs always excited his lively interest. In 1848, the office of Common Councilman in New Haven was bestowed upon him by election, and in 1855, he was chosen to the State Assembly. Then, for four years, 1861-65, he served as a War Democrat in Congress, and it is recorded that he left a sick bed to vote with the Republicans for the abolition of slavery. This act astounded some of his party associates, but Mr. English often declared that the day of his vote for that great measure was the happiest in his life. During 1867-71, while Governor of Connecticut, he rendered the State a great service by urging to a successful issue the adoption of the public school system. In November, 1875, he was appointed United States Senator to fill a vacancy caused by the death of Senator Ferry.

Governor English, as his friends always preferred to call him, was a man of unassuming manners, strong common sense, native shrewdness and unusual ability. He talked as graciously with a workingman as with a banker, and his liberality to the poor and gifts to public objects were large. Among the latter were \$10,000 for a law library to Yale university and \$20,000 to build the English driveway to East Rock.

WILLIAM HAYDEN ENGLISH, lawyer and banker, Indianapolis, Ind., born in Lexington, Ind., Aug. 27, 1822, died at his home in Indianapolis, Feb. 7, 1896. He was a son of Elisha G. English, a pioneer of Indiana, sheriff, and for twenty years a member of the Legislature, and of a daughter of Philip Eastin, an officer of the American Revolution and descendant of Jost Hite. With an education at Hanover college, William H. English studied law, revealing unusual ability while yet a youth, being admitted to practice at eighteen and serving as deputy clerk of the county and postmaster of Lexington, before he was of age. In 1843-44, the Indiana House of Representatives made him its principal clerk, and, in 1850, he became secretary of the convention which framed the State Constitution. While a successful lawyer, being aided to some extent in his practice by the good will entertained for his father and family, Mr. English rose to fortune through real estate, which he owned, and which increased in value with the growth of population and also through his management of The First National Bank of Indianapolis (to which city he removed in 1863), of which he was president, 1863-77. For ten years, he held a controlling ownership in the street railroads of the city. Mr. English was always fond of politics, an active Democrat and a regular attendant at all State conventions for half a century. Of the lower House in the first State Legislature, elected under the new Constitution, he was Speaker, and he held a seat in Congress, 1852-61, being also for eight years a Regent of the Smithsonian Institution. He was a Union man during the Civil War, and in 1880 ran for Vice President of the United States on the same ticket with General Hancock. His history of Indiana is a work of great merit. Nov. 17, 1847, Mr. English married Miss Emma M. Jackson of Virginia, who died Nov. 14, 1876, leaving two children, William E. English and Rosalind, wife of Dr. Willoughby Walling of Louisville, Ky. Above the average height, erect, dignified and courteous, Mr. English was a man of striking personality. He had long been the president of The Indiana Historical Society, and by virtue of his descent, a member of The Sons of the American Revolution.

WILLIAM ENO, lawyer, born in Amenia, N. Y., April 27, 1800, died at his home in Pine Plains, Dutchess county, N. Y., Nov. 17, 1874. The family came from English stock. While in attendance to some extent at the public schools during boyhood, the most of Mr. Eno's education was acquired by himself. He began life as a school teacher, studied law with his father, Stephen Eno, and practiced his profession in Dutchess county for about forty years. Mr. Eno and Henry Swift were leaders of the bar in that county, and appeared as counsel, in opposition, in nearly every important case. Mr. Eno's practice extended to Columbia county and into Connecticut. A member of the Legislature in 1836, he served as District Attorney also for two terms for Dutchess county when the office was filled by appointment by the Supreme Court Justices. After the adoption of the Constitution of 1848, his name was mentioned for the office of Supreme Court Justice, but being fond of farming he preferred to retire to his homestead at Pine Plains, where, having voluntarily, at the age of fifty-six, resigned his practice to his son, William S. Eno, he devoted the remaining years of his life to the cultivation of a large estate near that village. He was married to Eliza A. Stewart, daughter of William Stewart of Clinton, Dutchess county, and his children were William S. Eno, lawyer, and at present president of The Bunnell & Eno Investment Co. of Philadelphia; Henry W. Eno, a large farmer in Dutchess county; Mary E., wife of Col M. H. Ellis of Yonkers, N. Y.; and Frank Eno, lawyer, practicing at the Dutchess

county bar. It is a fact, worthy of note, that in 1803, Stephen Eno erected a small law office in Pine Plains, which became the office successively of William and William S. Eno, and one of the landmarks of the county, is now occupied by Frank Eno.

MASSENA BERTHIER ERSKINE, manufacturer, Racine, Wis., a native of Royalton, Worcester county, Mass., Dec. 19, 1819, son of Walter and Margaret Bowen Erskine, is of Scottish descent, the family, however, having been Americans for over 200 years. A carpenter in young manhood, and a gold miner in California in 1849, and later a merchant, he returned East for his family, expecting to spend his life on the Pacific coast. But circumstances changed his plans, and, in 1852, he settled in Racine, Wis., where he met Jerome I. Case, and took employment in the latter's threshing machine factory, soon becoming foreman, and, in 1863, buying a fourth interest. Later, he took the vice presidency of The J. I. Case Threshing Machine Co. Mr. Erskine is a very energetic, practical and ingenious man. The immense business of his concern is due in part directly to his efforts. He is president of The Racine Wagon & Carriage Co. and The Manufacturers' National Bank, and has held official relations with The First National Bank of Racine, a bank of the same name in Burlington, Wis., and The First National Bank of Fargo. In all the affairs of Racine, Mr. Erskine has taken a lively interest and has served as Mayor, 1869-70, 1871 and 1879. During the War, he was an ardent Union man, and his oldest son, Freeman W., joined the Union forces.

CORNELIUS B. ERWIN, manufacturer, New Britain, Conn., born in Booneville, N. Y., who died in the city of his home, March 23, 1885, at the age of seventy-four, learned the shoemaker's trade at the outset of his career under his father's direction. When of age, he went to New Britain and found work in a hardware factory. This energetic man seems to have understood the science of success, because he saved his earnings carefully and invested them in small shops, and finally, in 1839, with Henry E. Russell embarked in the industry in which both men made their fame and fortune. This was the manufacture of hardware. Beginning in a small way, they went on with growing success, until, in 1851, they incorporated as The Russell & Erwin Manufacturing Co., in order to systematize the business. Mr. Erwin invested his profits in factories in Hartford, Waterbury, Willimantic and Bridgeport, The Phoenix, Travellers' and other insurance companies, and The New Britain National Bank, of the latter of which Mr. Erwin was a founder and president while living. In politics a Republican and in religion a Congregationalist, he was a liberal giver to charity and an honored man. His wife died before him, and a step brother alone survived him. Of his fortune of about \$2,000,000, he gave \$1,143,000 in specific bequests, \$160,000 to The New Britain Institute, \$50,000 for a public park in New Britain, \$86,000 to his native town of Booneville, \$133,333 to The American College & Education Society, \$43,333 to The Missionary Association of New York, and large sums to other institutions, while the residue was divided among Olivet, Marietta, Talladega, Ripon and Iowa colleges.

CHARLES ESTES, financier, Augusta, Ga., owes his ancestry to England, the pioneer of his race landing at Boston, Mass., Oct. 27, 1684. Mr. Estes was born in Cape Vincent, N. Y., Feb. 2, 1819, and after getting an education in the public schools occupied himself with the trade of watchmaker and jeweler. Making a little money, he settled in Augusta, Ga., in 1844, and for six years carried on a dry goods store in the firm of Dow & Estes. From 1850 to 1866, he conducted a grocery store, became prominent, and in 1866-67, was a member of the City Council. Mr. Estes possesses the

Northern faculty of driving any business, in which he is engaged, with much energy, and he has done much to promote the interests of his city. The Augusta canal, which yields 14,000 horse power, was built practically through his influence while he was Mayor, 1870-76. For seventeen years, he managed The Augusta Land Co. as its president, and of several other companies he is a director. The J. P. King Manufacturing Co., capital \$1,000,000, which operates large cotton mills in Augusta, is one of his enterprises and he is its president. Every associate gives him the credit of being keen, energetic and a shrewd manager. Nov. 5, 1847, in Columbia county, Ga., Mr. Estes married Mary Ann Reid, and their three daughters have the pleasant names of Ella J., Georgia M., and Augusta Georgia.

JACOB ESTEY, founder and president of The Estey Organ Co., Brattleboro, Vt., whose energy, coupled with that of the late Thaddeus Fairbanks, in another industry, made the name of Vermont known throughout the civilized world, was a native of Hinsdale, N. H., where he was born, Sept. 30, 1814. After a life of tireless and benevolent activity and brilliant achievement, he died at his home in Brattleboro, April 15, 1890. The Estey family came from England to Massachusetts in 1620, during the first half century of occupation by the white man, and it is related that Sarah Towne Estey was hung in Salem, Mass., about 1670, as one of the witches. Isaac and Patty Forbes Estey, parents of the subject of this memoir, settled in Hinsdale not long before the War of 1812. They were farmers of limited means. Owing to reverses, Isaac Estey, who had a large family, allowed his boy Jacob at the early age of four to be adopted by a neighbor named Alvin Shattuck. Subjected to unsympathetic treatment by his guardian, and thoroughly discontented with his lot, the stalwart lad accepted his fate until the age of thirteen, and then, April 14, 1828, with his bundle of clothes and \$2 in cash, he ran away to Worcester, Mass., where an older brother was living. The next eight years were crowded full of unending labor. For four years, he worked upon a farm for from \$6 to \$15 a month, and expanded in the right way, being honest, free from bad habits and ambitious. By his own efforts, he managed to obtain an education at the public schools and two years at the academy, and at seventeen, entered the employment of Thomas Sutton, in Worcester, to learn the trade of making lead pipe and copper pumps. The senior Estey died Dec. 31, 1834, and Jacob, having saved the modest sum of \$200, walked all the way to Hinsdale to attend the funeral and then to Brattleboro, and with the help of John Stearns and Oliver Adams, bought a plumbing and pipe business, after several hitches in the negotiations. This business was so well managed as to bring some small profits. Sales extended to all the neighboring States.

About 1850, Mr. Estey built a two-story shop, just south of the Main street bridge, and leased one of the rooms to Burdett & Carpenter, who were engaged in an almost hopeless struggle to establish a small manufacture of melodeons. Unable to pay their rent, the proprietors induced Mr. Estey, after much persuasion, to accept an interest in the melodeon business in lieu of his claims as landlord, and, in 1852, all the other partners having retired in discouragement, Mr. Estey became sole proprietor by the payment of \$2,700. The little shop then gave work to only half a dozen men. Deacon Estey, as he came to be called in later years, had taken a strong liking to the business, and, when he was free to bring his own talents to bear in an expansion of the industry, unimpeded by interference, he made it grow rapidly, gradually giving up his pipe and pump business. For seven years, he acted as his own salesman, and sold the



Jacob Estey

products of the little factory himself, amounting to from fifty to seventy-five melodeons a year, driving about in a wagon loaded with the instruments and seeking purchasers, wherever he could find them, in Vermont, New Hampshire, Canada and New York. Whenever one of these melodeons was sold in a neighborhood, there was soon a demand for others, and so the business finally began to grow. In 1857, the shop burned down and a larger one was built on the site of the present Brattleboro House. This was burned in 1864, but another factory took its place, since converted into the hotel named. In 1866, J. Estey & Co. were succeeded by The Estey Organ Co., and a yet more imposing factory was built at Front and Elm streets; but when the phenomenal freshet of 1869 swept away much valuable lumber and even threatened the organ works, Mr. Estey resolved to place his growing interests beyond the reach of fire and flood.

A tract of sixty acres of farming and pasture land upon a high bluff west of the village was bought, and there Mr. Estey constructed a collection of new and well arranged buildings, equipped with the best machinery and supplied with the best modern facilities for preventing fires. The works, now the largest of their class in the world, form the nucleus of the village of Esteyville, which derives its very existence and daily bread from the operations of the factory. The pay roll is now more than \$20,000 a month, distributed among about 500 skilled operatives, and about 15,000 cabinet organs are manufactured yearly.

Deacon Estey was pre-eminently a business man, cool, vigorous, energetic, persistent, severely practical, the hater of sham, a splendid organizer, courageous and clear headed. Musical talent he did not possess, and, while a good mechanic, he was not eminent as an inventor. He delighted in action, and in the management of the intricate details of an extended business. Fame came to him in consequence of the service he performed in bringing within the reach of the most humble homes a musical instrument, beautiful to the eye, often the most attractive piece of furniture in the house, and capable of producing, even under the hands of players of modest ability, the sweetest of harmonies and a music so sympathetic as to touch the heart. He performed for humanity a service kindred to that which made Oliver Ditson famous. While Mr. Ditson sent songs, hymns, ballads and concerted compositions into the homes of nearly every one of his countrymen, Mr. Estey gave them the instrument for producing the music and the accompaniments. Who can begin to fathom the influence upon our race, the sweetness and inspiration toward good, infused into the homes of the American people by the labor of Oliver Ditson and Jacob Estey?

Mr. Estey was married May 2, 1837, to Desdemona, daughter of David Wood, of Dover, N. H., and two children grew to maturity, Julius J. Estey and Abby, the wife of Levi K. Fuller.

Among the other investments of Mr. Estey were a piano factory in New York city and a furniture industry in Owosso, Mich. Mr. Estey took a cordial interest in public affairs—what Vermonter does not—and as a Republican served in the lower house of the State Legislature, 1869–70, and State Senate, 1872–74. He was a Presidential Elector in 1876. Large sums were given by him to Shaw university in Raleigh, N. C., for the education of the colored people, and to the Vermont academy at Saxton's river, and many other good deeds are recorded of him, especially in the Baptist church, to which he belonged. It denotes the interest in his employés, for which he was conspicuous, that no labor troubles ever occurred in his factories.

JULIUS JACOB ESTEY, son of Jacob Estey, and a man of distinction, born in Brattleboro, Jan. 8, 1845, was educated at the excellent local public schools and in the university at Norwich, Vt. In 1863, while yet only a small number of men were employed in the organ business, Mr. Estey entered his father's office and at once took an active part in the management of affairs. The year of 1865 was spent in Chicago in the management of a branch factory at that point, but upon the sale of the western establishment, Mr. Estey returned to Brattleboro, and became treasurer of The Estey Organ Co., organized April 1, 1866, a position he has retained to the present day, although, since 1890, he has also been the president both of that company and The Estey Piano Co. of New York city. A large part of the unexampled success of the Estey concerns has been due to his energetic and sagacious management and sleepless enterprise. Mr. Estey is now in the full tide of success as a manager and in the full plenitude of his mental powers. Among his responsibilities are those involved in his positions of president of The People's National Bank of Brattleboro and vice president of The Estey Manufacturing Co. of Owosso, Mich.

In early life, Mr. Estey joined the Baptist church and has ever since exerted an active influence for good in the community at home and the church at large. This busy and serious man of affairs, upon whose shoulders rest the burdens of enormous business interests, is a Christian gentleman, whose convictions of duty lead him to active labors in the religious field, and he has been president of the State Sabbath School Association, and for ten years president of the board of managers of the Baptist State Convention. The Vermont academy at Saxton's River has received so much of his untiring devotion as now to rank among the leading schools of the State.

Deeply interested in public affairs as a loyal Republican, he is nevertheless now too much occupied to accept public station, although it is true that he represented Brattleboro in the State Assembly in 1876-77 and in the Senate, 1882-84, and that he attended the Republican National Convention of 1888 as a delegate at large. To the military service of the State, he has given more attention. Co. I, now known as the Estey Guards, elected him their Captain in May, 1874, and in 1876, he accepted appointment to the staff of Gov. Horace Fairbanks with the rank of Colonel. In June, 1881, he became a Lieutenant Colonel in the National Guard, and in January, 1887, was commissioned Colonel of the 1st Regiment of infantry. Since Dec. 1, 1892, he has been Brigadier General in command of the entire National Guard of the State.

In 1867, Mr. Estey married Miss Florence C., daughter of Dr. Henry Gray of Cambridge, N. Y. His three sons are Jacob Gray Estey, superintendent of The Estey Organ Co.; Julius Harry Estey, now connected with the collection department of the company; and Guy Carpenter Estey, a youth of fourteen. Vermont finds in General Estey, one of her most valued sons. Full of civic pride, generous and sagacious, he is quick to join in the support of all measures for the welfare of his city and the State and nearly every important institution in Vermont has found in him a steadfast friend.

COL. JOHN H. ESTILL, proprietor of *The Savannah Morning News*, was born in Charleston, S. C., Oct. 28, 1840. Educated in the public schools in Savannah, Ga., he became a printer at the age of eleven, and during the Civil War served in the Confederate army. At the close of the War, he went to work in the office of *The Savannah News*. With his earnings as an employé, he bought an interest in 1867, and in 1868, became sole proprietor. *The News* is the only daily newspaper in Eastern and South-

ern Georgia. It is conducted with energy and brains, and is now considered one of the best properties of its kind south of Baltimore. Colonel Estill has never sought office, but has been chairman of the State Democratic convention, member of the Democratic national committee, and a County Commissioner for fourteen years. Anxious to serve his city and State in a practical way, he has promoted many useful measures and is president of The Chatham Real Estate & Improvement Co., and The Bonaventure Cemetery Co., and a director in The Citizens' Bank, The Title Guarantee & Loan Co., The Savannah Construction Co., The Savannah, Florida & Western Railway, The Savannah & Atlantic Railway, and other corporations. The versatility of his character and his breadth of mind may be seen from his membership in the Cotton Exchange, Board of Trade, Commercial club, several military companies, and the Masonic order, in the latter having reached the thirty-second degree. Among other real estate which belongs to him are plantations of 10,000 acres in South Carolina opposite Savannah.

JOHN EVANS, M.D., founder of Evanston, Ill., and once Governor of Colorado, was born near Waynesville, Warren county, O., March 9, 1814, son of David and Rachel Evans, and received a diploma at Cincinnati college in 1838. His first practice was among the settlers along the Illinois river. Moving to Chicago in 1845, where he had been elected to a chair in Rush Medical College, he held that professorship eleven years and practiced the art of healing with much success and accumulated some capital. Becoming known for public spirit, he was elected to the City Council in 1852. The city of Evanston, now the home of 13,000 people, near Chicago, was founded by him as a site for the Northwestern University, and his extensive real estate investments there brought him a large return. He was always a strong anti-slavery man even before the War, and advocated freeing the slaves and allowing them to enlist in the Union Army. The Chicago & Fort Wayne Railroad was projected and built by him and others, and for years Dr. Evans was managing director in Chicago. In 1862, an important change in his career grew out of an appointment by President Lincoln as Governor of the then Territory of Colorado, and he arrived at Denver at a time when an Indian uprising was feared and volunteers were drilling in anticipation of war. On the day of his arrival, he was greeted with cheers by a volunteer company of cavalry. His services as Governor gave him greater popularity than that to which appointive officers of the Territories generally attain, and the opportunities he saw for investment led him to make Denver his permanent home. He held the office of Governor three years. In 1863, Dr. Evans originated the plans for the Colorado seminary, now known as the University of Denver. He joined the First Methodist Episcopal Church in Denver and aided to give that organization the great prosperity it has since enjoyed. The Evans Memorial Chapel is his gift in memory of his daughter, Josephine, wife of the Hon. S. H. Elbert. The companies which built The Denver Pacific Railroad, The Denver, Texas & Gulf Railway, and the narrow gauge line, known as The Denver & South Park, were organized by Governor Evans. Of the first he was president for several years. A large purchaser of real estate in the early days, he has built upon his property many fine blocks of business buildings, among them the Railroad Building on Larimer street, which have since become exceedingly valuable. In 1839, he married Hannah, daughter of Dr. Joseph Canby, and Mrs. Evans dying in 1850, he married in August, 1853, Margaret P., daughter of Samuel Gray, of Maine. They have had two sons and two daughters.

HIRAM BOND EVEREST, oil manufacturer and horticulturist, Rochester, N. Y., born in Pike, Wyoming county, N. Y., April 11, 1830, is a grandson of Benjamin Everest, who served as private soldier through the entire American Revolution, dying from the effects of exposure, two months after its close. Benjamin's son, Joseph, was born in Salisbury, Conn., in 1793. In 1812, Joseph and his brother Marvin moved to Manlius, N. Y., where they cleared a farm, originally covered with heavy timber, and on which they located a plaster bed, afterward an important industry. Later, they moved to Pike, N. Y., where Joseph married Esther Robertson, and where Hiram Bond Everest was born. In 1831, the family moved to Wyoming village, and there Hiram was reared. In 1849, the young man was graduated from the Middlebury Academy, prepared for the senior class in college, and, stirred by the California gold fever, was anxious to go West. A compromise was made with his parents, however, and he went to Wisconsin, taught school one Winter and then started a nursery business upon a half section of government land. Meantime, in 1852, he had married Mercy Eleanor Everest, and taken her to his frontier home, where their eldest son, Charles Marvin, was born. After several years in Wisconsin and Cleveland, O., Mr. Everest moved to Rochester, N. Y., in 1865, intending to establish a nursery business there.

In Rochester, however, Mr. Everest accidentally met Matthew P. Ewing, a small manufacturer of kerosene oil, and was induced to try experiments for the purification of the distilled products of petroleum without the use of chemicals. These experiments were made by using a model vacuum still, whereby the distillates were removed at low temperatures, and resulted in the discovery of an unburned residual heavy oil. This new product was patented under the name of Vacuum Oil, the patent being afterward conveyed to The Vacuum Oil Co., incorporated Oct. 4, 1866, Mr. Ewing selling his interest. From that time, for thirteen years, the management of the company was entirely in Mr. Everest's hands. Vacuum oil proved a valuable product. First used for dressing leather and later for lubricating purposes, it made its way rapidly and is now sold in every part of the world. In 1879, owing to illness in the family, the father moved to Denver, Colo., and later to California. The business then came under the management of a son, Charles Marvin Everest, and continued to increase, until it has reached high standing. Hiram B. Everest has retained the nominal presidency.

Twenty-eight years after Mr. Everest left Wyoming county, he returned to it, and, as president of The Vacuum Oil Co., leased 10,000 acres of land in the Oatka valley, with a view to its development as an oil producing property. He drilled a test well on his father's old farm, but, instead of finding petroleum, he discovered a stratum of rock salt, seventy feet thick, at a depth of about 1,300 feet. This deposit of salt has since been found to extend over a large area and the salt industry of Western New York has now grown to immense proportions. The first sixty-five barrels of salt manufactured in this region were made under Mr. Everest's direction in 1879.

In 1879, when Mr. Everest resigned his practical management of the oil business, he moved to Denver, Colo., where he lived for two years. He purchased one hundred and twenty lots in that city and built several fine dwellings, introducing into Denver the first modern Eastlake houses. In 1881, he went farther West, and purchased one hundred acres of orange lands in Riverside, Cal., on which he planted 10,000 trees. This grove is now yielding 25,000 to 30,000 boxes annually under the management of Mr. Everest's younger son, Arthur Joseph Everest.

F.

HENRY FAILING, merchant, Portland, Or., was born in the city of New York, Jan. 17, 1834, son of Josiah Failing and Henrietta Ellison. The family came from Montgomery county, N. Y. At the age of twelve, Henry Failing began life as a clerk in a French importing store in New York city and later gained some experience in a wholesale dry goods house. In 1851, the family migrated to Portland, Or., then a city of 500 inhabitants, and opened the store of Josiah Failing & Co., which had a successful career and brought the family to prosperity. Later, the firm took the name of Henry Failing & Co. In 1854, Henry Failing took sole charge of the business and in 1871 formed a partnership with Henry W. Corbett, under the title of Corbett & Failing, confining the trade thereafter to hardware. Edward and James F. Failing, brothers, came later into the firm, which now takes a leading position in the Northwest, as Corbett, Failing & Co.

In 1869, Mr. Corbett and Mr. Failing purchased The First National Bank, Mr. Corbett becoming president for a time. The bank is probably the most important in the Northwest. Mr. Failing finally took the presidency and now devotes nearly his whole attention to its management. A portion of his means is invested in real estate, which he has improved with buildings and made exceedingly valuable. He is a large owner in The Portland Gas Co. and is treasurer of The Portland Hotel Co. He was elected Mayor of the city in 1864, 1865 and 1875, and is now a Regent of the State University, trustee of the Library Association, and chairman of the Water Commission, and always conspicuous for his public spirit and interest in education.

Oct. 21, 1858, he married Miss Emily Phelps Corbett, sister of Senator Corbett, but lost his cultivated and refined wife in 1870. There are two daughters. While for fifty years immersed in business affairs and a hard worker, Mr. Failing is yet strong, vigorous and young in appearance. He is recognized as a successful financier and greatly esteemed for character and talents.

JAMES GRAHAM FAIR, "bonanza king," born near Belfast, Ireland, Dec. 3, 1831, died in San Francisco, Cal., Dec. 28, 1894. The family came to the United States in 1843 and settled at Geneva, Ill. James went to the common schools and then into business life and while a clerk in Chicago acquired a little scientific knowledge. Upon the discovery of gold in 1849, he joined the rush to California, and spent eleven years in the mining camps, either in prospecting or other pursuits, without meeting with flattering success. Joining the stampede to Nevada in 1860, and being of powerful physique, an energetic and daring nature and the right man for the place, he was made superintendent of the Ophir mine in 1865, and of Hale & Norcross in 1876. In the "bonanza firm" of Mackay, Flood, Fair & O'Brien, which controlled the California and Consolidated Virginia silver mines on the Comstock ledge, Mr. Fair owned a fifth interest. The ledge had been mined for several years, the ore growing richer the deeper the ledge was explored, and, finally, in 1872, the true "bonanza" was reached, a deposit of ore, exceedingly rich in gold and silver and of enormous extent. The magnitude of the deposit was not, however, realized until about three years later, being then discovered by the use of the diamond drill. Each of the mining companies had

issued 108,000 shares of stock, afterward subdivided to 540,000, and, when the true "bonanza" had been discovered, an era of almost frantic speculation ensued at the Stock Exchange in San Francisco. Mining experts fanned the excitement by estimating the ore in sight at from \$300,000,000 to \$1,500,000,000. Shares rose in market price to \$700 each and more, and the bonanza firm reaped an immense harvest from the speculations. The mines actually produced not far from \$150,000,000, and shares fell, in 1878, to about \$8 each. The fall dealt a blow to the prosperity of the Pacific coast. Mr. Fair had other mining properties, and was one time president of The Nevada Bank. It is reported that his fortune amounted at one time to \$30,000,000.

In 1880, Mr. Fair made a tour around the world. During 1881-87, he held a seat in the United States Senate as a Democrat. His married life was not a happy one, and Mrs. Theresa Fair, his wife, secured a divorce in 1891. At the time of his death, he was engaged in a heavy speculation in wheat, which resulted in a loss of millions to his estate. Of his four children, James G. Fair, jr., died Feb. 12, 1892, but Charles Lewis Fair, Mrs. Hermann Oelrichs, of New York, and Miss Virginia Fair survive.

NATHANIEL K. FAIRBANK, merchant, Chicago, Ill., originated in Sodus, N. Y., in 1829, and at the age of fifteen was apprenticed to a bricklayer. The following year he moved to Rochester, N. Y., and became bookkeeper in a flour mill, in which energy and intelligence led, in six months' time, to his admission as a partner. In 1855, he removed to Chicago and represented David Dows & Co., of New York, in a grain commission business for ten years. Few men make much money until about the age of forty; and it was when Mr. Fairbank bought an interest in a lard and oil refining business, advancing the money to build the factory, that he made the first great stride toward a fortune. Smeedly, Peck & Co., the proprietors, were succeeded about 1873 by N. K. Fairbank & Co. The industry then soon attained enormous proportions. In 1885, it was incorporated with \$1,000,000 capital, since increased to \$2,000,000. Cottolene, a new product, introduced to the market by them, reached an especially enormous sale. The N. K. Fairbank Co. became identified, in 1891, with The American Cotton Oil Co., in which Mr. Fairbank is a large owner and a director.

In 1880, The Fairbank Canning Co. was organized for the wholesale canning of fine meats, with a capital of \$50,000. It was a timely venture, and, after subsequent enlargements of the plant and increase of capital to \$750,000, Mr. Fairbank sold his interest, in 1884, to Nelson Morris, the well known packer. Mr. Fairbank is now a director in The Commercial National Bank, president and principal owner of The Elk Rapids Iron Co., in Michigan, and vice president of The Auditorium Association. He was formerly president of the Chicago Board of Trade, and for thirteen years president of the Chicago club, in whose house he has invested \$50,000. Central Music Hall, the Newsboys' Home, the new building of St. Luke's Hospital, The Festival Association, and the success of the Theodore Thomas concerts are all due to his gifts and influence.

Mr. Fairbank preserves his vitality by open air recreation, being especially devoted to angling. He lives in town, but maintains a country residence at Lake Geneva, Wis., upon a farm of 180 acres. He was married in 1866 to Miss Helen L. Graham of New York. This union has brought them seven children, four sons and three daughters. In person, Mr. Fairbank is tall, well proportioned and commanding. He is a member of the Chicago and Washington Park clubs of Chicago and the Union, New York and Manhattan clubs of New York.

HORACE FAIRBANKS, manufacturer of scales, St. Johnsbury, Vt., and formerly Governor of Vermont, was the son of a distinguished father and himself no less prominent in affairs. Upon another page of this volume the lineage of the Fairbanks family is set forth in sufficient detail, but Erastus Fairbanks, father of the subject of this sketch, should not be passed by without especial mention.

Erastus Fairbanks, born in Brimfield, Mass., Oct. 28, 1792, never enjoyed the advantages of the higher range of education, but was nevertheless so far above his companions in intellectual ability, that he began life at the age of seventeen, as a school teacher, and taught for two Winters, spending the Summer seasons in aid of his father, a farmer, carpenter and mill owner. In 1812, Mr. Fairbanks began the study of law with Ephraim Paddock, his uncle, in Vermont, but was obliged to abandon his studies on account of weakness of his eyes. Mr. Fairbanks returned to school teaching, became a clerk in a store in 1813, and in 1814 went into mercantile business, first in Wheelock, and later in East St. Johnsbury and Barnet, Vt., finally returning to St. Johnsbury in 1825. Mr. Fairbanks was a man of great probity of character, strong common sense and marked intelligence, and he battled with adverse circumstances in early life and the limitations of an inadequate field, with a determination which was more than creditable. In 1825, he joined his brother Thaddeus in the manufacture of stoves and plows, and in the firm of E. & T. Fairbanks, was a vigilant, untiring and energetic factor in the great successes of the firm in the manufacture of platform and other scales. His excellence as a citizen and uncompromising honesty of character led to his election, in 1836, as a Representative in the Legislature, and he was honored with three re-elections. In 1844 and 1848, he served as Presidential Elector on the Whig ticket, and later became a Commissioner to digest and prepare general laws governing railroads and manufacturing corporations. In 1852, he was elected Governor of the State by the Legislature, and as such signed the Prohibitory Liquor Law. He declined re-election in 1854, but in the campaign of 1860 was again seated in the Gubernatorial chair by over 10,000 majority. He thus became the first War Governor of Vermont and raised the first recruits in Vermont for the Union Army. His death took place, Nov. 20, 1864.

Horace Fairbanks, his son, was born in Barnet, Vt., March 21, 1820, and lived until March 17, 1888, when he died in New York city. At the early age of five, he removed with the family to St. Johnsbury, where he attended first the common schools and then the academy, and subsequently finished his studies at the academies of Peacham and Lyndon, Vt., and Andover, Mass. At the age of eighteen, the firm of E. & T. Fairbanks employed him as confidential clerk, and soon afterward made him agent of the firm, and so efficiently did he discharge his duties, that at the age of twenty-three, he was admitted to partnership. In this relation, he gradually came into full control of the financial affairs of the firm, and held that responsible position for more than forty years, managing the financial part of the business with rare sagacity and foresight and having the satisfaction of seeing the volume of annual sales grow under his watchful care from \$50,000 in 1843, to over \$3,000,000 in 1883, and the number of employes from forty to more than 600. In all financial crises and periods of depression and doubt, the remarkable ability of Mr. Fairbanks as a financier was a source of strength to the firm, and contributed in no small amount to its wonderful success. Many incidents are related of his energy, coolness and courage at critical periods in the

history of the house, and he weathered more than one panic in a quick, masterful and successful way.

Like other men who reach prominence in practical affairs in Vermont, Mr. Fairbanks soon became eligible for political honors. In 1864 and 1872, he was chosen a delegate to the National Republican Convention, and in 1868, Presidential Elector at large. In 1869, Caledonia county elected him to the Senate, but sickness prevented him from taking his seat. In 1876, he was nominated as the Republican candidate for Governor of Vermont, during his absence from the State and after a lively canvass among the friends of the various aspirants. He had refused various overtures in this direction, but, at the earnest request of friends, allowed the nomination to stand, and at the Fall election received 44,723 votes against 20,988 cast for his Democratic opponent, W. H. H. Bingham. In his inaugural message, Governor Fairbanks devoted considerable attention to prison discipline, especially to the management of the county jails and reform schools. He strongly urged more attention to the reformation of criminals and a revision of the whole prison system with this in view. His recommendation bore fruit and, by his course in this and other matters, his administration earned the respect of thoughtful people.

The greatest practical work during this period was the promotion of The Portland & Ogdensburg Railroad, of which enterprise he may be said to have been the father. The idea of a through line from the seaboard to the Great Lakes and the West, through the beautiful mountain region of Northern Vermont and New Hampshire, seemed at first visionary; but the suggestions of such a man always receive interested attention, and the road was finally built, the last spike being driven by Governor Fairbanks himself, July 17, 1877.

At the organization of The Passumpsic Bank in 1856, Mr. Fairbanks was chosen one of the directors, which office he held until 1865, and when the bank was then reorganized as The First National Bank of St. Johnsbury, he was elected vice president. Some years later he became president, and, in that capacity, managed the affairs of the institution with prudence and good results until his death. This bank has always been one of the most successful in the State.

Mr. Fairbanks was elected a trustee of the University of Vermont by the State Legislature in 1874 and re-elected in 1882 for four years. He was always deeply interested in the mental and moral welfare of St. Johnsbury, which practically owes its existence to this family, and in accordance with a long cherished plan the foundation of the St. Johnsbury Athenæum was laid in 1868, the building being completed in 1871 and dedicated with appropriate ceremonies. Mr. Fairbanks presented it, well equipped and endowed for the free use of the community. The building itself is a handsome structure, 45 by 90 feet in ground plan and two stories in height, having a fine hall in the upper story and an art gallery in the rear. The library contains more than fourteen thousand carefully selected volumes, and in the art gallery is a collection of rare and beautiful paintings, the chief of which is Bierstadt's "Domes of the Yosemite."

Governor Fairbanks married, Aug. 9, 1849, Mary E., daughter of James and Persis Hemphill Taylor of Derry, N. H. They had three children, Helen Taylor, who died in March, 1864; Agnes, who is the wife of Ashton R. Willard of Boston, and Isabel, wife of Albert L. Farwell, who died July 2, 1891. Mrs. Fairbanks survived her husband.

THADDEUS FAIRBANKS, St. Johnsbury, Vt., originator and patentee of the platform scale, gave to mankind the first real improvement in the methods of weighing articles of commerce, invented since the days of the old Roman steelyard, and made his name known in every part of the world, where goods are bought and sold or forwarded by weight.

Jonathan Ffayerbanke, first of this family in America, emigrated, in 1633, from the English town of Sowerby in the West Riding of Yorkshire, and in Dedham, Mass., built so staunch a home that the building is yet in existence and in good preservation. The line of the subject of this sketch came down through George, second child of Jonathan and Grace Fairbanks, who, born in England, lived in Sherburne (now Medway) Mass., became a Selectman, and died Jan. 10, 1682; Captain Eliesur, fourth of the seven children of George (born June 8, 1655), also a Selectman of the town, who married Martha Bullard and became the father of six children; Captain Eleasur, the youngest (born Dec. 29, 1690), having twelve children; Ebenezer, eleventh child of Eleasur (June 1, 1734—June 6, 1812), who married Elizabeth Dearth, July 2, 1761, and died at his home in Brimfield, Mass., the father of eight children; Joseph, second son of Ebenezer, born in Sherburne, Nov. 1, 1763, married Phœbe, daughter of James Paddock, Oct. 21, 1790, and died Sept. 27, 1846, in St. Johnsbury, Vt., where he had lived since April, 1815. Joseph Fairbanks's wife was a descendant of one of Governor Carver's company of colonists, who married into the family of Governor Bradford. All the men of this line were farmers, and strong, sterling and deeply religious people, but Joseph Fairbanks exhibited more enterprise than the others, being not only a farmer but a carpenter, and a pioneer settler of St. Johnsbury, where he built a saw mill and a flour mill upon Sieber's river. Upon his farm, in Brimfield, Mass., his son, Thaddeus Fairbanks, was born, Jan. 17, 1796.

The subject of this memoir grew up to young manhood on the Brimfield farm, having only the educational opportunities afforded by the poorest of country schools. From earliest youth, he was slender, nervous, delicate in health, and painfully diffident. Indeed, during the whole of a long life he was never really well. The society of his refined mother proved more congenial to him than that of the rough boys of his own age, and the marked mechanical ingenuity with which Nature had endowed him was put to excellent use in the family home. He learned the use of tools, as if by intuition, and, after the removal to Vermont, in 1815, he put his talents to commercial use first by building wagons. In 1823, he started a small iron foundry, and, being joined by an older brother, Erastus, in 1824, he went on under the name of E. & T. Fairbanks. All the patterns were made by Thaddeus. His parlor stove and his patented cooking stove sold well where only the open fire had been previously used, and he invented and introduced the plow with cast iron mold-board now universally used, its novelty being attested by the patent which he obtained. About 1830, E. & T. Fairbanks made three of the huge Haynes machines for breaking hemp; and built shops and store rooms for a hemp factory, Thaddeus superintending the work and making the finer machinery. In October, 1830, he patented a hemp dressing machine of his own, and, as manager of The St. Johnsbury Hemp Co., suddenly came face to face with the problem, whose solution gave him a world wide reputation and brought him a fortune.

One of his most important duties at the factory was the purchase of hemp by weight; and the evolution of the platform scale out of the necessities of this enter-

prise is a striking instance of the way, in which an apparently trivial circumstance may be made, in the hands of a master, the turning point in his fortunes and a means of blessing for the whole human race. At the time of which we write, wagon loads of hemp were weighed by a long overhead wooden lever, like an immense steelyard, from the short arm of which depended chains that could be attached to the axles of the cart, the long arm sustaining a platform for the balancing weights. The best hemp cost \$15 a ton, and the profits of the business depended largely on accuracy in the weighing. The clumsiness of the old apparatus stimulated Mr. Fairbanks's ingenuity, and he dwelt upon the possibility of improving the ancient scales.

His first experiment was to discard the overhead beam, chains, etc., altogether, and to construct a pit, and over it a platform level with the ground, upon which the cart could be driven, and which was balanced and supported upon a single long knife edge at the top of an A shaped lever. The base of this lever rested upon bearings, and the apex hung by a rod from a small steel yard properly graduated. To prevent the platform from rocking, it was supported by horizontal chains, running from the top of a strong post, framed into the platform, to other posts set in the ground on either side, which being level did not affect the weight. This scale was accurate and though little more than the clumsy germ of a better invention, was much more convenient than the previous apparatus and Mr. Fairbanks determined to manufacture a few of the new form for sale. An agent was engaged to visit the surrounding towns, and the night before he was to take the stage coach, which left at 3 A. M., Mr. Fairbanks sat up in order to make sure of calling him and starting a fire for his breakfast. While thinking over his plans during the stillness of the night, a new idea occurred to Mr. Fairbanks, namely, the use of two A shaped levers or four straight ones meeting at one point, by which the platform could be supported at its four corners on knife edges, all four of which would stand in the same relation of leverage to the indicating beam. This inspiration gave birth to the modern platform scale. Mr. Fairbanks said to his wife that he had "just discovered a principle that must be worth more than a \$1,000," and that there would be no early breakfast to get and thereupon retired to his own rest, the success of his life assured. Within a fortnight a scale had been made and tested, and an agent had started forth to solicit orders. A patent was obtained in 1831.

The first Fairbanks scale was a rude affair but a manifest improvement on the steelyard, and a number were soon sold in adjacent towns. Seeing that the principle of it was applicable in fact not only to the weighing of hemp, hay and articles of large bulk, but to small and lighter goods, Mr. Fairbanks addressed himself to the production of a variety of scales for use in stores and upon the counter; and, as the sale continued to increase, the two brothers finally gave up other business and confined their efforts to scale making. The size of their productions ranged from the smallest, weighing fractions of a grain, up to huge railroad and canal boat scales. The problems of strength of materials, dimensions of parts and form were all carefully studied by Mr. Fairbanks, and his care and thoroughness are attested by the fact that his original patterns are used to this day. Plans were always the work of the evening time, often of the midnight hours, Mr. Fairbanks being obliged to be present in the shops by day. For many years, E. & T. Fairbanks were greatly embarrassed for lack of capital and skilled labor, and the struggle with poverty and ill health taxed the subject of this memoir severely; but, gradually, difficulties were cleared away and success, ample, triumphant and inspiring,

came to the brothers. Having conquered the American market, Mr. Fairbanks sought that of the world at large, and scales are now graduated to every national standard. So many new patterns were designed for the multifarious uses to which scales are put, that, to-day, the price list of the Fairbanks concern shows more than 875 different modifications for different purposes. During Mr. Fairbanks's life, he secured no less than thirty-two patents for improvements in scales, as well as many others for different useful devices. Agencies were established in nearly every large city of the United States and in many of the leading countries of the world. Wherever the sun looks down upon civilized man, the Fairbanks scales are now playing their part in the daily transactions. As the Fairbanks scales came into use, the inexact business methods of the olden time in the exchange of goods were revolutionized; grain and coal are no longer measured, live stock no longer counted, everywhere the scale is the arbiter between buyer and seller, and everything from the minute dose of some powerful drug to the loaded freight train is weighed.

The utility and excellence of the Fairbanks scales have won both for their inventor and themselves the honor accorded to genius. World's Fairs in London, Paris, Vienna, Philadelphia and Chicago awarded then the highest honors, and at Vienna Mr. Fairbanks was the only American who received the Imperial Order of Francis Joseph. The King of Siam gave him the order of Puspamala or golden medal of Siam, and, March 22, 1877, Mohammed, Bey of Tunis, bestowed the decoration of Commander of the Order of Iftikar.

One of Mr. Fairbanks's many inventions, of which he gave away the patent, not having the time or capital to develop it, was the refrigerator in which the ice is placed above the articles to be cooled, the plan now universally adopted in meat packing and fruit houses, as well as in all refrigerators. This patent, estimated to be worth over a million dollars, was, after a long litigation, shown to have unquestioned priority.

Mr. Fairbanks belonged to a class of men, whom no lack of elaborate education can keep down, and, indeed, in spite of early disadvantages, he so improved his own mind, that, as a young man, he delivered lectures on heat and astronomy before an audience composed of his own employés and others. But he always lamented the lack of a thoroughly scientific training, and, in 1842, he and his brothers established the St. Johnsbury academy, and in later years, Mr. Fairbanks made many gifts to the institution, culminating with handsome new buildings, complete in every way, which were opened, Oct. 31, 1877, with appropriate ceremonies. His benefactions to this object alone aggregated over \$200,000. He was also very liberal in his contributions to colleges in the West, and to home and foreign missions. Mr. Fairbanks reflected his Puritan ancestry in his character and tastes. Pure, upright and conscientious, he was a man of impressive appearance, energetic but sedate, contemplative rather than loquacious, and one whose sagacious, alert and accurate conversation commanded the utmost respect of every acquaintance. His mind remained strong to the last, and his final patent was granted upon his ninetieth birthday. A man of high Christian faith, he was loved by young and old, and upon the day of his funeral all business was suspended in St. Johnsbury and the buildings draped as a mark of respect.

Jan. 17, 1820, Mr. Fairbanks married Lucy P., daughter of Barnabas Barker of

St. Johnsbury. They had two children, a son, the Rev. Henry Fairbanks Ph. D., and one daughter, Charlotte, who married the Rev. G. N. Webber, D.D., and died March 29, 1869. Mrs. Fairbanks died Dec. 29, 1866.

Mr. Fairbanks died, after a painful illness, from embolism, April 12, 1886, at St. Johnsbury, Vt.

WILLIAM GEORGE FARGO, president of The American Express Co., born May 20, 1818, in Pompey, N. Y., died at his home in Buffalo, N. Y., Aug. 3, 1881. Moses Fargo, or Firgo, arrived from England in Connecticut about 1670, and his great grandson, William C. Fargo, fought in the American Revolution, and then settled down to till the soil. The son of the latter is the subject of this memoir. One of the twelve children of a poor man, William G. Fargo, while yet a lad, carried the village mail on horseback, and showed so much energy that his friends predicted great success for him. After a brief and not brilliant essay as a merchant in Weedsport, N. Y., he spent a year on The Auburn & Syracuse Railroad as freight agent at Auburn. In 1842, Mr. Fargo became an express messenger from Auburn to Buffalo, and showed so much energy and capacity that Henry Wells, who had made his acquaintance, selected him, in 1844, as a partner to take charge of the business of a new Western Express company from Buffalo to Detroit via Cleveland. Mr. Fargo overcame every difficulty, built up an excellent business, and extended it in time to Chicago, Milwaukee, St. Louis and other Western cities. In 1846, Mr. Wells sold his interest in The Western Express Co. to William A. Livingston, who became Mr. Fargo's partner in Livingston & Fargo. Express companies now began to multiply, and, in 1850, three rival concerns joined their interests under the name of The American Express Co., with Mr. Wells as president and Mr. Fargo as secretary. In 1852, Wells, Fargo & Co. established their California express from New York via the isthmus to San Francisco, and began operations by reducing freight rates heavily. Of this company, which met with extraordinary success, Mr. Fargo was director and vice president. The American Express Co. also met with so much success, that it brought into the field a new and powerful rival in The Merchants' Union Express Co., but after spending over \$7,000,000 in an attempt to destroy all the old companies, the new concern was, in November, 1868, consolidated with The American Express Co. At that time, Henry Wells retired from the presidency, and Mr. Fargo, then in the prime of life, succeeded him. Mr. Fargo applied himself with untiring energy to the advancement of the interests of all his companies, and to his abilities much of their prosperity was due. In 1861, Mr. Fargo was elected Mayor of Buffalo, and re-elected in 1863 as a Democrat. He was a director and vice president of The New York Central Railroad, on one occasion declining the presidency, and director and large holder of the shares of The Northern Pacific and The Buffalo, New York & Philadelphia Railroads, and a stockholder in other railroads and in many factories and other profitable enterprises. In January, 1840, he married Anna H., daughter of Nathan Williams of Pompey, and was survived by his wife and two daughters, Georgiana and Helen Lucy, wife of Robert Squires.

HENRY FARNAM, railroad president, New Haven, Conn., born on the farm, Nov. 9, 1803, son of Jeffrey Amherst Farnam, died in New Haven, Oct. 4, 1883. He sprang from a race of farmers and pioneers, inheriting their vigor and fearlessness, and was one of a family of eleven children. Overcoming his father's wish to make a doctor of him, he bought his time, went to work as rodman on the Erie canal, and remained

connected with that water route until 1824. In 1825, he took a position on the Farmington canal in Connecticut, was made chief engineer in 1827, and held that station until 1850. He took a deep interest in the proposed railroad from New Haven to New York, and drove over the whole route in a buggy, in 1845, arranging successfully for a right of way over about 300 of the 420 pieces of property to be crossed, afterward becoming one of the incorporators of the road.

After two trips to Chicago, in 1850, on the invitation of William B. Ogden, Mr. Farnam formed a partnership with Joseph E. Sheffield of New Haven, who advanced the funds, and built The Michigan Southern Railroad through Hillsdale, Mich., to Chicago. The first locomotive which ever rolled into Chicago entered the city over this line in March, 1852. Mr. Farnam and Mr. Sheffield then took a contract to build The Chicago & Rock Island Railroad, Mr. Farnam, as before, being the actual builder. Beginning in the Spring of 1851, and spurred by the incentive of the right to operate the line on their own account, if they finished it ahead of time, they built the road for the gross sum of \$3,987,685, finished it eighteen months ahead of time, and were paid an immense sum to surrender the road at once to the company. Mr. Farnam took stock, which subsequently became valuable. This road was the first to reach the Mississippi river. Mr. Farnam afterward became president of the company.

Before he retired from contract work, Mr. Farnam with others built a ranch road to Peoria, 1853-54; a bridge across the Mississippi at Rock Island, 1854-55; and an extension to Grinnell, Ia. He was also one of the incorporators of The Union Pacific Railroad.

He retired from business in 1863, resigning the presidency of The Rock Island road and of The Merchants' Loan & Trust Co., and then went abroad for five years of foreign travel. Upon his return, in 1868, he established his home in New Haven.

Mr. Farnam was a man of great nobility of character and public spirit, and enjoyed a wide acquaintance among eminent men. In 1863, he gave \$30,000 to Yale college for a dormitory, and later an equal amount, with which was erected the first structure of the new quadrangle of the college, this latter building being called after his name. His wife, Ann Sophia Whitman, whom he had married in 1839, survived him with three sons, William Whitman Farnam, now treasurer of Yale university; Charles Henry Farnam, Prof. Henry Walcott Farnam, and one daughter, Mrs. Eli Whitney, jr. Dr. George Farnam had previously died.

JACOB SHAW FARRAND, merchant, Detroit, Mich., a native of Mentz, Cayuga county, N. Y., was born May 7, 1815. He attended country school until thirteen years of age and then began life as a post boy, carrying the mails between Ann Arbor and Detroit. At the age of fifteen, he entered the retail drug store of Rice & Bingham in Detroit, and by energy and honesty obtained an interest in the business on his twenty-first birthday. Later, he established the old firm of Farrand, Williams & Co., now Farrand, Williams & Clark, for a wholesale trade in drugs, paints and oils. Ambitious and determined, he gradually developed an extensive trade and added to his fortune by investing his surplus means in real estate, banking and insurance business. He was president of The Michigan Mutual Life Insurance Co. and owned stock in The Detroit Fire & Marine Insurance Co., The First National Bank, The Commercial National Bank, The Wayne County Savings Bank, The Detroit Gas Co., The Farrand & Votey Organ Co., The Detroit Home & Day School, and The Oak Grove Sanitarium at Flint,

Mich., and in all except one of those companies was a director. Since his death, April 3, 1891, his widow, Mrs. Olive M. Farrand, a woman of ability, has been senior partner in the drug firm, and is assisted by two sons, William R., and Jacob S. Farrand, jr.

CHARLES BENJAMIN FARWELL, wholesale dry goods merchant, Chicago, Ill., was born in Painted Post, N. Y., July 1, 1823, of old New England ancestry. Many of his old neighbors there remember his promising and ambitious boyhood. Taught at the local district schools and the academy in Elmira, he removed to Ogle county, Ill., in 1838, and carried on government surveying and farming until 1844. When, in that year, he came to Chicago to locate, a poor boy, he entered the city on a load of wheat, with \$10 in his pocket and no occupation. For five months he sought work in vain, applying at various stores and factories, but finally secured employment in the County Clerk's office at \$8 a month and board. Later, he became teller in a bank, made his way rapidly, became well known, and in 1853 was elected County Clerk, being re-elected in 1857. He finally joined his brother, John V. Farwell, in the dry goods business, and the two men were able to develop an extensive and profitable trade with all parts of the territory tributary to Chicago. They lost heavily by the fire of 1871, but rebuilt their store and recovered lost ground. In 1891, The John V. Farwell Co. was organized and capitalized at \$4,500,000 under his direction as president.

While prosperous in his business, Mr. Farwell always had a strong inclination for public affairs, and, in 1867, he became a member of the State Board of Equalization, chairman of the Board of Supervisors in 1868, and in 1869, a National Bank Examiner. Elected to Congress in 1870 on the Republican ticket over John Wentworth, a Democrat, by 5,000 majority, he saw five years' service as chairman of the Committees on Manufactures and on Banking and Currency. He was rewarded for fidelity to his party in 1880 by re-election, and, in 1887, by being made United States Senator upon the death of John A. Logan. His term expired March 4, 1891.

In 1887, Mr. Farwell and his brother built the Texas State House. The State paid them with a grant of 3,000,000 acres of land in the northwestern counties of Texas, which they have since used as a cattle ranch, stocked with 150,000 cattle.

JOHN VILLIERS FARWELL, vice president and treasurer of The John V. Farwell Co., one of the largest dry goods jobbing houses in the Northwest, has been identified with the commercial life of Chicago about fifty years and is now connected with many independent enterprises. Among other responsibilities, he is president of The Colorado Consolidated Land & Water Co., which is building a long irrigating canal in Montezuma county, Colo. Mr. Farwell was born at Mead's Creek in Steuben county, N. Y., July 29, 1825, and graduated from Mount Morris seminary in Illinois in 1844. A man of sterling common sense, fine ability and vigorous physique, he is noted also for high character and attractive qualities. He was Indian Commissioner during General Grant's first term as President. In 1887, in company with his brother Charles, he built the State House of Texas in exchange for 3,000,000 acres of land.

HENRY HARDWICK FAXON, the descendant of an old Massachusetts family, was born in Quincy, Mass., Sept. 28, 1823. His ancestor, Thomas Faxon, came from England previous to 1647, and settled in that part of Braintree which is now the city of Quincy. While an apprentice in the shoe making industry, and later an employer of labor in the manufacture of boots and shoes at the start of his career, Mr. Faxon soon retired and started a retail grocery and provisions store in Quincy, four years later add-

ing a bakery to his business. After seven years of country trade, he opened a grocery store in Boston as Faxon, Wood & Co., a few years later confining his attention entirely to the wholesale branch of the business, the name of the firm then being changed to Faxon Bro's & Co. During the War, he engaged in speculations in molasses, petroleum, chicory, spices and other merchandise. Some of these ventures were unprofitable, but, on the whole, he made money. He then devoted himself to real estate, and now owns much residence property in Quincy, Boston and Chelsea, and is a man of wealth. Mr. Faxon is noted as an opponent of the sale of intoxicating drinks, and the Mayor of Quincy appointed him an officer to carry out the law, out of respect to his motives and character although not in sympathy with his temperance sentiments, and Mr. Faxon is sometimes called the "millionaire policeman."

THEODORE SAXTON FAXTON, promoter of the telegraph, Utica, N. Y., who died in that city, Nov. 30, 1881, originated in Conway, Franklin county, Mass., Jan. 10, 1794, and descended from the old Faxon family of Massachusetts. The "t" was introduced in the name by himself. As a penniless lad, he had broken stone on the Miller turnpike into Utica, at \$1 a day, before settling in the city in 1812. From 1813 to 1817, except during six months at school, he drove a stage and denied himself every luxury until he became the possessor of \$100. In 1817, Jason Parker, stage proprietor, made Mr. Faxton superintendent of his line, and, in 1822, sold him an interest, payable out of the profits. In 1828, Faxton & Childs succeeded, but the glory was then departing from staging, and the proprietors gradually closed the business, giving it up in 1835. Faxton, Childs & Co. then engaged in real estate ventures with success, and meanwhile Mr. Faxton took an interest in the packet service of the Erie Canal, The Utica & Schenectady Railroad, and the express lines in his part of the State.

While Samuel F. B. Morse was engaged in pioneer experiments with the telegraph, Mr. Faxton and John Butterfield of Utica visited Washington in 1845 to witness them, and secured the right to build a telegraph line from Springfield to Buffalo by way of Albany and Utica. An association was formed with Mr. Faxton, John Butterfield, Hiram Greenman, Henry Wells and Crawford Livingston as trustees, to build the line. They started with \$200,000 capital and the trustees contracted with themselves to construct the line of copper wire at a cost of \$200 a mile. New York was soon adopted as the eastern terminus. An experimental line was soon built from Lockport to Buffalo, which is claimed to have been the first for commercial purposes ever operated in America. A line from Utica to Albany was finished Jan. 31, 1846, and by September, 1846, New York was connected with Buffalo. One day, the iron wire fence of Col. Benjamin Walker suggested an idea to Mr. Faxton. The copper wires were then taken down and sold for enough to pay for a complete new circuit of iron wire between New York and Buffalo. The utility of grounding a wire at each end having been discovered, the two wires of the company gave them a double service. At the outset, Mr. Faxton encountered rebuffs, sneers, and every other discouragement, but his courage carried him through triumphantly. In September, 1846, Mr. Faxton became first president of The New York, Albany & Buffalo Telegraph Co. It is said that during the early years of this company, the royalties paid by it to Professor Morse were almost the latter's only earnings. Mr. Faxton was president until 1852, and in 1864, the company was absorbed by The Western Union Telegraph Co.

Mr. Faxton was Mayor of Utica in 1864, an originator and first president of The

Utica & Black River Railroad, virtually the father of the Associated Press, and one of the organizers, owners and directors and finally vice president of The Lake Ontario Steamboat Co., which set afloat the first line of American steamers on the lake and the St. Lawrence, a founder and owner in The Utica Water Works Co., The Utica Steam Cotton Mills, The Globe Woolen Co. and The Second National Bank, being president of the latter two, and director of The Chicago & Rock Island Railroad. He founded the Faxton Home for Homeless Old Women, Faxton Hospital & Home for Aged Men, and Faxton Hall, and contributed liberally to other public objects. A Whig and Republican, a volunteer fireman and a Mason, he served his generation well.

Aug. 21, 1828, he married Irene Miller Alverson, who died April 29, 1868, leaving no children.

DANIEL BUTLER FEARING, capitalist, Newport, R. I., born in Newport, Aug. 14, 1859, descends, on his grandfather's side, from John Fearing, who landed at Agawam, Mass., from Cambridge, England, in 1634, and through his paternal grandmother, who was a Richmond born, from John and Priscilla Alden. Leaving St. Mark's school in Southboro, Mass., Mr. Fearing entered Harvard college in the class of 1882, but did not graduate. He inherited means, but has nevertheless spent much time in farming, office work and ranching, and has managed his property with discretion. Mr. Fearing maintains a legal residence in Newport, in the welfare of which city he takes the deepest interest. He has been School Commissioner and Alderman of Newport, was elected Mayor in 1893, and is a director of The National Bank of Rhode Island there. Well known and popular both in New York and Newport, he has joined a very large number of the best local social and other organizations, including the Union, Manhattan, Metropolitan, Calumet, Players', Lambs', Knickerbocker, New York Yacht, Grolier, and Delta Kappa Epsilon clubs of New York; the Somerset club of Boston; Hope and Squantum clubs of Providence, R. I.; the Reading Room, Casino and Lawrence clubs of Newport, R. I.; the Raleigh club of London, England; Travellers' club of Paris, France; and the Tokyo club, Royal Seismological Society, and Royal Asiatic Society of Tokyo, Japan, being a life member of the latter two. He is also a life member of The American Geographical Society and a member of St. John's Lodge, No. 1, F. & A. M.; Newport Chapter, No. 2, De Blois Council No. 5, and Washington Commandery, No. 4, K. P.; the West Island Fishing club of Rhode Island; and the Suffolk club of South Haven, Long Island; a life member of The Newport Historical Society and its treasurer for several years; member of The Newport Natural History Society and its librarian for several years; director of The Redwood Library of Newport; honorary member of Co. F. Association, 1st Regt. R. I. Detached Militia; and a member of Gen. G. K. Warren Post, No. 21. Mr. Fearing was married Jan. 12, 1887, to Henrietta Taletta, daughter of James H. and Georgiana Strong of New York.

JOSEPH FELLOWS, Corning, N. Y., one of the most noted men of Western New York, born in Redditch, in Worcestershire, England, July 2, 1782, died, April 29, 1873. Long identified with the sale and settlement of large tracts of land in the western part of New York, he was agent for the Pulteney estate, The Ogden Land Co., The Corning Co. and other large properties in Pennsylvania and the Western States. The proprietors of the Pulteney estate made him their agent in 1832, and the trust was not surrendered until 1871. The property comprised a vast tract of land extending through Western New York from the Pennsylvania line to Lake Ontario, in the counties of Steuben,

Schuyler, Yates, Ontario and Wayne, including the Williamson patent. The Ogden Land Co. owned an immense acreage, comprising five Indian reservations in Western New York, the Allegany, Cattaraugus, Tonawanda, Buffalo Creek, and others. The business connections of Mr. Fellows extended from New York city to Buffalo, and during his long, active and busy life, he witnessed the conversion of Western New York from a primitive wilderness into the seat of flourishing agriculture and industry. Never married and living quietly, he was always remarkable for his dignity and polished manners, which were those of an aristocrat of a preceding generation.

JOHN LAY FERGUSON, financier, St. Louis, Mo., well known and prominent in his city, was born in Kentucky in 1825, and went with his family to St. Louis in 1827, during the emigration from the South, consequent upon the admission of Missouri as a slave State in 1821. During youth, he was engaged with farming and on that account did not enjoy much tuition at school, but he was practical and enterprising, and in the callings then open to men of energy made his way with much success. He became a steamboat owner shortly after attaining his majority, and enjoyed an excellent reputation among the Mississippi river men. Before the bridge was built across the river at St. Charles, he operated the ferry at that point. In St. Louis, he was connected with various lines of business, and after the Civil War erected one of the largest business buildings in the city at Fifth and Pine streets. The fortune which he amassed would have permitted Mr. Ferguson to maintain a pretentious home in the city, but he preferred country life and lived in his comfortable home of "Eminence" on the St. Charles Rock road, and, on the farm there, bred some very fine horses. Twenty-two of these animals lost their lives when Mr. Ferguson's large barn was burned a few years ago. Mr. Ferguson valued education the more, perhaps, because denied all except the simplest schooling himself in childhood. For a number of years he held the position of curator of St. Charles college. Although by prudent business methods, versatility, and continual enterprise, Mr. Ferguson gained large wealth, he lost a part of his means late in life by becoming surety for other men, and being compelled to pay their obligations. He left a widow and five children, the latter being Marshall B., John A., and Charles A. Ferguson, Mrs. Robert Schnecko, and Miss Birdie Ferguson.

DEXTER MASON FERRY, seedsman, Detroit, Mich., was born in Lowville, N. Y., Aug. 8, 1833, his parents being Joseph N. Ferry, wagon maker and a native of Lowville, and Lucy D. (born Mason), who came from Berkshire county, Mass. Both branches of the family originated in the old Bay State, and the Ferrys, possibly of French lineage, came to America from England. Growing up on a farm and taught mainly in schools near and in Rochester, Mr. Ferry spent a year in Rochester, in 1851-52, and then went to Detroit, Mich., to become a clerk for S. D. Elwood & Co., stationers. There he remained until 1856, when, longing for the old open air life, he helped organize the firm of M. T. Gardner & Co., seedsmen. Their trade was smartly pushed and met with success, and after some changes of partners and the purchase of Mr. Gardner's interest in 1865, Mr. Ferry organized the firm of D. M. Ferry & Co. in 1867. In 1879, the house was incorporated, without change of name, Mr. Ferry, president, and is now deemed to be the greatest of its kind in America, perhaps in the world. Mr. Ferry is yet at its head. A large amount of land in the suburbs of Detroit is owned by him, and Mr. Ferry is now president of The First National Bank, The Union Trust Co., The American Harrow Co., The American Blower Co., The National Pin Co. and

The Standard Life & Accident Insurance Co., and a director in The Wayne County Savings Bank, The Michigan Fire & Marine Insurance Co., The Detroit Copper & Brass Rolling Mills Co., The Fort Wayne & Belle Isle Railway, and other local and outside institutions and corporations. He is also a trustee in the Woodward Avenue Congregational Church, the Grace hospital and The Detroit Museum of Art, to each of which he lends his support. Mrs. Ferry was formerly Miss Addie Miller of Unadilla, N. Y. They were married Oct. 1, 1867, and have three children living, Dexter M., Blanche and Queen Ferry. Their home life is a very happy one. Mr. Ferry is a staunch Republican, but has never sought preference, although frequently tendered office.

MARSHALL FIELD, merchant, Chicago, Ill., born in Conway, Mass., in 1835, derived his great vitality from boyhood life on his father's farm. At the age of seventeen, he went from the academy into a dry goods store in Pittsfield for four years, and in 1856, emigrated to Chicago, then a town of about 4,000 inhabitants. As a clerk in the wholesale dry goods store of Cooley, Wadsworth & Co., which later became Cooley, Farwell & Co., he brought so much energy into the business, that in 1860 he became junior partner and in 1865 senior partner, the firm being known thereafter as Field, Palmer & Leiter. Potter Palmer and Levi Z. Leiter were his associates. Mr. Palmer retired in 1867, Field, Leiter & Co. succeeding. Mr. Leiter retired in 1881, since which date the firm have been known as Marshall Field & Co.

In 1871, the great fire in Chicago burned the store and inflicted a loss of not less than \$3,500,000, but insurance eventually yielded an indemnity of \$2,500,000. While the ruins of the store at State and Washington streets were yet smouldering, Field, Leiter & Co. resumed business in the street car barn, corner of State and Twentieth streets, and at once undertook to build a magnificent store on the old site. A wholesale store was also undertaken at Madison and Market streets. The firm were among the first to complete permanent structures after the fire. The wholesale building proved inadequate and in 1885, construction was begun of the present granite and sandstone structure, occupying a square between Adams, Franklin and Quincy streets and Fifth avenue. Finished in 1887, it is believed to be the largest wholesale store in the world. The business of Marshall Field & Co. has now reached a volume of \$35,000,000 a year.

The savings of Mr. Field have been invested to the extent of \$10,000,000 in Chicago real estate. He is an owner in The Illinois Steel Co., The Chicago, Rock Island & Pacific Railroad, The Duluth & Iron Range Railroad, The Minnesota Iron Co., The Pullman Palace Car Co., and a few other large enterprises. He recently gave \$1,000,000 towards the great Museum in the Art Building at the World's Fair grounds, now known as The Field Columbian Museum, and is a member of many first class clubs, including the Union League of New York city.

In 1863, Mr. Field married Nannie D., daughter of Robert Scott, and a native of Greenup, Ky., and famous for beauty and cleverness. Of their three children, a son died in childhood, the others being Marshall Field, jr., and Mrs. Arthur Tree.

ELIHU GOLDEN FILER, lumberman, Manistee, Mich., born in Jefferson county, N. Y., Dec. 4, 1840, gained his education at Racine college in Wisconsin. His family is an old one, and took part in the War for Independence. Mr. Filer served in the Union army nearly three years, 1862-64, and then engaged in the lumber business established by his father, the late Delos L. Filer, at Manistee, and in time was admitted to partnership. At his father's death, he inherited means, but his fortune is mainly

the product of his energetic work, in the firm of D. L. Filer & Sons of Manistee and Filer City. They operate large saw mills and own timber lands in the counties of Manistee, Mason, Wexford, Kalkaska, Crawford, Grand Traverse and Benzie, Mich. Mr. Filer possesses the strong, practical, upright character, which distinguishes the lumbermen of Michigan as a class and gives them much influence in affairs.

MICHAEL FILON, banker, Rochester, N. Y., born March 3, 1820, in Auburn, N. Y., was the son of Irish parents, who came to America in 1817 and settled near Auburn, moving to Rochester in 1827. James Filon, the father, was a contractor and mason. Educated in the Rochester public schools, Michael began life obscurely as an apprentice at the age of fifteen to Whitbeck & Hanford, coach builders, the pay being ten cents per day. He continued in that employment for five years, advancing steadily. At the age of twenty he started his own business, and succeeded so well that by 1860 he had made a fortune. He was Mayor of Rochester 1862 and 1863, and previously Alderman for four years. For many years, he held the presidency of The East Side Savings Bank, and was president of The Bay Railroad until sold to a syndicate, a director of The Empire State Insurance Co., president of The Rochester & Ontario Railroad, a member of The Rochester Driving Park Association, and had many investments in real estate, and was a member of the Masonic order. Twice married, his first wife was Mary Van Ness, of Perinton, N. Y., and the second, Mrs. Philip G. Almy. Mr. Filon died July 14, 1893, survived by his wife, Mary E., and an adopted daughter.

WILLIAM JOSEPH FINLAY, brewer, Toledo, O., was born May 1, 1819, in Carrigallen, County Leitrim, Ireland, and died in Cleveland in 1888, upon the anniversary of his birthday. Mr. Finlay grew up on the home farm, and gained such education at the parish school as his parents, William and Sarah Thompson Finlay, could afford to give him. Ireland cannot keep all of her energetic children at home, owing to the lack of opportunities, and Mr. Finlay emigrated to the United States, settling in Toledo in 1844, and, through great force of character, worked up from modest station to become, at Toledo, agent in charge of the packets on the Miami & Toledo canal as well as agent also for several eastern firms. He continued in this service until the building of The Toledo & Wabash Railroad led to the withdrawal of the packet lines. The only public office he ever held was that of Inspector of Canal Boats at Toledo, at a salary of \$65 a year. Mr. Finlay thereafter engaged in business for himself as a brewer, and promoted his trade with so much energy that it finally attained large proportions and brought him a fortune. The Finlay Brewing Co. was established by him, capital \$800,000, and he constructed the Chamber of Commerce building. At his death, the sum of \$178,692 was left to public institutions in Toledo, but more than double that amount was bestowed in private charity and for patriotic purposes during his life time. Mr. Finlay was known, in fact, as the most benevolent man in Toledo, and his name is revered for constant kindness to the deserving poor and a glorious example in charity. Previous to his death, he erected for himself a beautiful and costly monument and another to his life long friend, Gen. James B. Stedman, the latter at a cost of \$22,500, besides placing a tombstone and bust over the General's grave, at a cost of \$3,500. Mrs. Finlay, whom he married in Buffalo, in 1846, died in childbirth, and this so affected her husband that he never remarried. Owing to the fact that he belonged at one time to a local military organization, known as the Shields Horse Guards, he was dubbed "Colonel," but never held a commission as such.

CHARLES DAVID FISHER, merchant, Baltimore, Md., is a son of William Fisher, a descendant from an old family of Carroll county. His mother was a member of an old Maryland family of Scottish origin. Born in Baltimore, Jan. 20, 1848, and educated in a private school, he made his appearance in the marts of trade at the age of eighteen, as clerk for his father in William Fisher & Sons, bankers and stock brokers. In 1868, he engaged in the grain business in the firm of Barker & Fisher, having inherited a small capital from his father. This venture, moderate in its gains, was fruitful in experience, and in 1872, Mr. Fisher withdrew to form with John Gill, the firm of Gill & Fisher, which has from the first transacted a very large business in the export of grain and the purchase of breadstuffs in the West, chiefly for export. It is not too much to claim that Mr. Fisher was the pioneer in many of the methods, which aided to develop the breadstuffs' export business of this country. It was upon his urgent representations to John W. Garrett, president of The Baltimore & Ohio Railroad, that the first grain elevator in Baltimore was constructed, the first at the seaboard. It revolutionized the methods of handling grain, and being followed by the erection of elevators in other cities, promoted the exportation of grain. It gave a special impetus to that business in Baltimore, and at once enabled her to compete with New York as a grain port. In 1875, Mr. Fisher was elected president of the Corn & Flour Exchange, being re-elected in 1876, and served as president of the Board of Trade, 1885-89, being in each of these organizations the youngest man who had ever held the office. Mr. Fisher is senior member of Gill & Fisher of Baltimore, and of Gill & Fisher, Ltd., Philadelphia, who probably export more grain than any other house on the Atlantic coast. He is also president of The American District Telegraph Co., and a director in The Seaboard & Roanoke Railroad, The Mercantile Trust & Deposit Co., of which he was one of the founders, and in a number of other corporations. A few years ago, he declined the nomination for Mayor by the Citizens' Committee of One Hundred, when a nomination was equivalent to an election. Mr. Fisher owns excellent real estate in Baltimore, is a man of high character and a member of the Maryland and Baltimore clubs.

EDWIN HENRY FITLER, manufacturer, once Mayor of Philadelphia, born in that city, Dec. 2, 1825, sprang from an old family. His father, leather merchant and tanner, made his old store and residence at Second and Otter streets, known as the Fitler mansion, a landmark. Young Mr. Fitler first aspired to the law, but four years in the law office of Charles E. Lex ended in a decision that more congenial occupation could be found in business pursuits. He therefore entered the shops of George J. Weaver, cordage manufacturer, Germantown avenue and Tenth street, and at the age of twenty-three was made a partner in George J. Weaver & Co. Mr. Fitler saw the need of labor saving machinery, and introduced many ingenious appliances of this class, increasing the product of the factory without a corresponding increase in cost, which gave the concern an advantage in the trade. In 1859, Mr. Fitler bought his partner's interest and reorganized the concern under the name of Edwin H. Fitler & Co. The business steadily grew until, in 1880, the works were removed to Bridesburg and fitted with the newest appliances of the trade, and they now occupy fifteen acres of ground space. Mr. Fitler had been president of The American Cordage Manufacturers' Association, but always declined to enter the Cordage trust, being in fact its strongest opponent. Kindness toward employes gave him so much influence with the men that, during the Civil War, by promoting enlistments, he was able to send a complete com-

pany from the works to the front. He was active both in projecting and making a success of the Centennial Exposition of 1876, and performed heroic labors on the Board of Finance, both in Philadelphia and in other States, which he visited in person to awaken interest and support. He had always been a Republican and an active member of the Union League club. The greatest political honor bestowed upon him was election as Mayor of the city of Philadelphia, 1887-91, under the new charter, the majority being the largest on record up to that time. He was a director of The National Bank of The Northern Liberties and The North Pennsylvania Railroad Co., and vice president of the Union League club. An excellent taste in art was indicated by his collections, which comprise many masterpieces. He died at his country home, May 31, 1896.

EUSTACE CAREY FITZ, merchant, Boston, Mass., who died May, 28, 1895, at his home on Commonwealth avenue, was born in Haverhill, Mass., Feb. 5, 1833, the son of Jeremiah and Hannah Eaton Fitz. He was educated in the schools of Chelsea and Boston and began life, Oct. 1, 1847, as clerk in a metal store in Boston. In 1866, with associates, he founded the co-partnership of Fuller, Dana & Fitz, merchants of iron and steel, who were succeeded, in 1891, by Fitz, Dana & Co. The firm met with almost uninterrupted prosperity for thirty years. Mr. Fitz was a man of public spirit and took an active part in public affairs. He was Mayor of Chelsea in 1864-65-66. In 1873-74, he sat in the House of Representatives of the State as a Republican, and in 1875-76 in the State Senate. In 1880 and 1881, he was a member of the Governor's Council, and had served as chairman of the trustees of the Public Library and president of the Merchants' club and the Boston Board of Trade. Jan. 10, 1856, Mr. Fitz married Sarah J. Blanchard and had four children, Frank E., Emma J., Alfred W., and Robert F. Fitz. A man of high character and active mind, courteous in manner and an agreeable associate, he was a valued member of the University, Exchange, Algonquin, Art, and Merchants' clubs of Boston and the Lawyers' club of New York city. At his death, he was president of The Blackstone National Bank, The Windsor Manufacturing Co. of North Adams, and The South Boston Gas Light Co.; vice president of The Security Safe Deposit Co. and The Boston Gas Light Co., and director or trustee of The Equitable Life Assurance Society, The Boston & Colorado Smelting Co., The Wisconsin Central Railroad, The West End Street Railroad, The Five Cents Savings Bank, and The American Surety Co., as well as of Brown university, Wellesley college and the Newtown Theological Institution.

JOHN FITZGERALD, contractor, Lincoln, Neb., who died at his home near that city, Dec. 30, 1894, at the age of sixty-five, was a County Limerick man, who followed the emigration of his countrymen to America, and, at the age of seventeen, with pick and shovel in hand, went to work as a railroad laborer. The gift of managing a force of men quickly made him a boss and then a contractor on his own account. Settling in Plattsmouth and later in Lincoln, Neb., he built a number of railroads and retired with a fortune. The city of Lincoln, now the home of 55,000 people and the capital of the State, has grown into existence on a plain, once the home of the buffalo, very largely through Mr. Fitzgerald's enterprise in real estate operations and local industries. He owned a brick yard in West Lincoln, and was formerly president of The First National Bank, as well as president of banks of the same name in Greenwood and Plattsmouth. He owned 4,000 acres of farming lands in Lancaster county, well equipped with barns, granaries, horses and cattle. In June, 1894, he gained a verdict

of over half a million dollars in a suit growing out of a deal with shareholders in The Missouri Pacific Railroad, and the estate has other claims against the company which are yet unsettled. Mr. Fitzgerald always loved Ireland, and was active in the Irish National League, helped with his funds, and took the presidency of the League in 1886.

THOMAS THORN FLAGLER, financier, Lockport, N. Y., born Oct. 12, 1811, in Pleasant Valley, Dutchess county, N. Y., is a son of Abraham and Sarah Thorn Flagler, farmers. The father was a son of an emigrant from Holland who settled and always lived in Dutchess county. The maternal line is English. With a meager education, Thomas T. Flagler fell to work at the age of eleven, chopping hemlock bark in a tannery, and then and there adopted the rule, which has since wrought a wonderful change in his fortunes. Compensation was board and a shilling a day, but \$10 were saved therefrom in the first six months and put into a savings bank in New York city. About 1813, the family removed to a log house in Ulysses, N. Y., and three years on the farm there laid for Mr. Flagler the foundation of the vigor and commanding presence of his later years. Two years as printer's apprentice in Oxford, N. Y., followed, the remuneration being board, washing, mending and \$40 and \$45 a year. At the age of nineteen, with a cash capital of \$17, Mr. Flagler then bought his employer's newspaper, *The Chenango Republican*, with W. E. Chapman as a partner, and for one day each week for two years, the young man carried his paper to his country subscribers on horseback, and then became its editor. In March, 1836, Mr. Flagler sold his interest and with \$1,200 hidden in a belt around his body, he removed to Lockport, N. Y., ever since his home.

For two years he toiled as journeyman printer at \$8 a week, and, in September, 1838, bought *The Niagara Courier*, a Whig newspaper, and conducted it for six years, attaining the usual prominence and activity of a country editor in local politics. Then, selling the paper, he engaged in a hardware business, which was carried on with different partners for twenty-seven years.

From its organization, Mr. Flagler has been a director in The Lockport Hydraulic Co., which took over the lease to Hatch & Kennedy, made in 1826, whereby, for \$200 a year, perpetual use of the surplus water from the locks of the State canal at Lockport was purchased. In part to utilize this water power, The Holly Manufacturing Co. was formed in 1859, capital \$20,000, half being supplied by Mr. Flagler, and that gentleman has been president of the concern to present date. The pumping engines and water works systems of this company are famous. Mr. Flagler has also been a director from the start, in 1851, and president nearly all the time, of The Lockport Gas Light Co.; is president and has been for thirty-seven years of The Niagara County National Bank; was an incorporator and is yet president of the Lockport & Buffalo Railroad, and is president of The Fond du Lac Water Co.

As for public services, he was elected to the Legislature in 1842, 1843 and 1860, and served as County Treasurer, 1850-52, Member of Congress from March 4, 1853, to March 4, 1857, during a famous and exciting period in national history, and member of the State Constitutional Convention, 1868. The Flagler Hospital in the city of Lockport denotes his public spirit and generosity. He is president of the Presbytery of Niagara and has been ruling elder of the First Presbyterian church for fifty-six years. Married, in 1838, to Miss Huldah M. Barrett, he is the father of Horace H. Flagler, Mrs. Lucy F. Helmer, and Mrs. Clara F. Farnsworth.

CHARLES FLEISCHMANN, manufacturer and banker, Cincinnati, O., is a native of Hungary, where he was born, Nov. 3, 1834, the son of A. N. Fleischmann, an Austrian. The lad was educated in Vienna and Prague, and at the age of twenty-one, in Yasgendorf, Austria, took a clerkship in a general store. In 1866, he removed to America and for two years was employed in distilling in New York city. He settled in Cincinnati in 1869, and there invented improved apparatus for use in distilleries, which the Mill Creek distillery and other concerns promptly put into use. This process greatly increased the yield of spirits from grain. In 1866, Mr. Fleischmann had become a partner in the distilling firm of Gaff, Fleischmann & Co., composed of James W. Gaff, Max Fleischmann, and Charles Fleischmann, and had begun the manufacture of compressed yeast in 1867. In 1883, the estate of James W. Gaff retired and Max Fleischmann died in 1889, since which time Charles Fleischmann has been sole proprietor of a large and successful business. He is an owner in The Buffalo Distilling Co. in New York State, and The Baltimore Manufacturing Co. in Maryland. Among the other enterprises which claim a share of his attention is The Market National Bank, of which he is principal owner, and since 1888, president. He is also the possessor of valuable realty. A member of several public spirited societies, for a number of years Fire Commissioner of Cincinnati, he was elected to the State Senate in 1880, and is now director of an asylum for the insane. Governor McKinley made Mr. Fleischmann a member of his staff in 1892-93.

CHARLES FLETCHER, manufacturer, Providence, R. I., one of the largest consumers of raw wool in the United States, began life as an operative and is now a man of distinguished position. A native of Thornton, Yorkshire, England, Nov. 20, 1840, and son of Richard Fletcher, owner of a variety store, Charles finished his education at the night schools of Thornton, while learning a trade at the local mills by day. At the age of seventeen, he found work in Bradford, and, in 1864, came to America and spent a year as a worker in the Pacific mill in Lawrence, Mass. Homesickness then sent him back to England, but, in 1867, he returned to America, locating in Providence, and has lived there ever since. As foreman of a department, and later superintendent, in The Valley Worsted Mills, Mr. Fletcher was instrumental in saving the embarrassed proprietors from bankruptcy, and then, believing that his talents fitted him for the management of a mill of his own, he leased a small stone paper mill on Valley street in 1875, converted it into a worsted mill, and, in 1876, began the manufacture of yarns. Assiduous labor, lasting until late at night, personal attention to every branch of the business, including even the sale of the yarns himself, a positive determination to make a success of the enterprise, and the genuine excellence of his goods, brought a merited success. In 1878, larger quarters became an imperative necessity. He bought the property accordingly, and has added to it since, and, at intervals, has erected one building after another, until six large mills now stand upon the grounds, with a number of subordinate structures in addition. The Providence Worsted Mill Co. was organized in July, 1883, capital fixed at \$1,000,000 in 1886, to manage the business. While this is his principal enterprise, Mr. Fletcher now has other interests. Dec. 31, 1880, he bought the mills and tenements of the Lonsdale Company at Manton, R. I., added another mill, and sold the property. July 5, 1883, he bought the interests of The Providence Thread Co. in Simmonsville, and created there The Thornton Worsted Mills, which, in 1888, were merged in The Thornton Mill

Co. Other industrial interests have been managed and promoted by him, including the Saranac, the National and the Fulton Worsted mills, and, in 1886, he bought the Narragansett Hotel, the principal public house in Providence. The cable street railroad was also promoted with his means. At the age of fifty-six, Mr. Fletcher ranks as one of the most prosperous and useful residents in his city. He is a member of the New York Yacht club among other organizations. Joseph E. Fletcher, a son, is associated with him in business.

GEORGE NICHOLS FLETCHER, lumberman, Detroit, Mich., born, Dec. 13, 1813, in Ludlow, Windsor county, Vt., is a son of Nathan P. Fletcher, lawyer. His grandfather, a native of Westford, Mass., was a soldier in the American Revolution. At the age of twelve, George was sub-Postmaster in Ludlow under his father, but in 1825 the family went to Hadley, Mass., and the lad attended school there and at Amherst for six years. In 1831, they all migrated to a farm twelve miles south of Cleveland, O., but in 1832 George took a clerkship in an iron store in Elyria. His earnings there enabled him to go to Oberlin college for five years.

In 1840, the young man went to Boston, Mass., for service as a wholesale grocery clerk, but a little later entered the service of John Wells and A. Gillmore, president of The Old Colony, The Boston & Albany, and The Concord Railroads, and connected with The Northern New Hampshire and The Passumpsic Railroads. Mr. Fletcher kept the books of three companies at the same time, and succeeded Josiah Quincy as treasurer of the Old Colony. In 1849, Mr. Fletcher built a saw mill at St. Clair, Mich., and was married in Boston in 1850. From 1853 to 1873, he spent much time, Summer and Winter, in the woods of Michigan, prospecting for and buying pine lands in the region of Thunder Bay. He has owned in Michigan 75,000 acres of timber, as much more in Wisconsin, in Florida and Georgia about 40,000 acres, and in Canada 40,000. In 1856, he bought the town site of Alpena, upon which now stands a city of 14,000 people, and where Mr. Fletcher and his sons, Frank W. and Allan M. Fletcher, have since engaged extensively in the lumberland sulphite fiber business, as Geo. N. Fletcher & Sons. They built at Alpena the first sulphite fiber mill of the Mittheherlich patent in this country. From their township limits in Canada, much of the pine is now being brought to be cut into lumber at Alpena.

Mr. Fletcher is president of The International Sulphite Fiber & Paper Co. of Detroit, and of The Rumford Falls Power Co. of Maine, the Androscoggin river having a fall of 183 feet at the company's property, or 22 feet more than the height of Niagara. He is also the proprietor of feeding lands, and owns 100,000 acres in New Mexico and 50,000 in Texas, and in the latter State has fenced a herd of from 6,000 to 10,000 head on a tract thirteen miles square. He is also working gold mines in Arizona. He has been a life long Republican, and has two sons and one daughter, Grace. He is a modest man, well educated, able and influential, but has never held public office.

JAMES CLAIR FLOOD, a "bonanza" millionaire, born in New York city, Oct. 26, 1826, died at the Grand Hotel, Heidelberg, Germany, Feb. 21, 1889. The son of poor Irish people, his education was limited to a few years in the public schools of New York city. Little is known of his early life, but he is supposed to have learned the trade of a carpenter or carriage builder. In 1849, he sailed for California in the ship *Mary Ellen*, by way of Cape Horn. In San Francisco, he met William S. O'Brien, and with a few hundred dollars the two men opened a liquor store at the corner of Sacra-

mento and Sansome streets, which became a popular resort and a profitable venture. The bar was frequented, to some extent, by members of the California Mining Exchange. Guided by hints and tips as to mining properties, gathered from their patrons, Flood and O'Brien made a venture now and then in mines, and often loaned money at high rates of interest.

In 1856, they began to operate as bankers and speculators in mining stocks, especially in shares in the Kentuck and other properties of the Comstock ledge, such as the Hale & Norcross, Crown Point and Belcher. A large capital soon came within their disposal.

In 1864, John W. Mackay and J. M. Walker entered the partnership of Flood & O'Brien, with the result of an extension of operations over a wider field. James G. Fair joined the firm about this time and J. M. Walker withdrew, Mr. Mackay buying the latter's interest. In 1871, they began to push the development of the Comstock ledge, and, in 1875, discovered that famous deposit of silver in The Consolidated California and Virginia mines whose value startled the world. The stock of these mines rose to a fabulous figure, and the projectors reaped a golden harvest from the mines themselves and the sale of stock, becoming known as "bonanza kings." Mr. Flood was treasurer of the firm, and owner of a fifth interest. Mr. O'Brien died in 1878. The remaining three partners continued together in various enterprises, the chief of which was the founding of The Nevada Bank in San Francisco. Mr. Fair afterward withdrew, and Mr. Flood and Mr. Mackay remained as owners. Mr. Flood became largely interested in San Francisco real estate and built a large block on Market street, a magnificent brown stone residence on "Nob Hill," and a country house at Menlo Park. His business career was prosperous until within a few years of his death, when he engaged with his associates in a gigantic wheat deal, in which he lost a large sum of money. He was liberal in charity and in contributions to the Irish Relief Fund. His widow and two children, a son, James L., and a daughter, Cora Jane Flood, survived him.

STEPHEN A. FOLEY, lawyer, Lincoln, Ill., was born in Logan county, in the same State, Aug. 27, 1840. The ancestor of his family escaped from the immediate tyranny of the British crown by removing from England to Virginia, whence he followed the star of empire westward to Ohio, and later to Illinois. In boyhood, the subject of this sketch attended the common schools, tilled the soil of a fertile farm in that nearly level county, and graduated from the plow to study law in Albany, N. Y. Upon his return to his native heath, he began practice, finally making a specialty of abstracts of title to real estate. For nine years County Judge and a resident at Lincoln, which is the country seat, he declined office thereafter, and has since operated in land with success. The Lincoln National Bank is managed by him as president, and the stocks of local gas and electric light companies now add to his revenue. Judge Foley was married Nov. 7, 1867, and has three children.

JOHN TAINTOR FOOTE, capitalist, the son of Israel Foote, was born in New York city, May 27, 1819. He was educated in Norwich and Ellington, Conn., and began his business career in the office of Charles W. Rockwell of Norwich. In 1840, he went to Cincinnati, found employment as an accountant, and, in 1844, engaged in the grocery and commission business. This led him, in 1850, into the trade in wines and spirits, and he exported alcohol and imported French wines for many years, being also

connected with distilling interests. His firm of Kellogg & Foote, founded in 1853, was changed to Foote, Clay & Co. in 1859, followed by Foote, Nash & Co. in 1860. By perseverance, Mr. Foote, who was driving and able, gained a fortune. He removed to New York city in 1863 and in 1865 retired from business, becoming a resident of the attractive suburb of Morristown, N. J., where many prosperous residents of New York city have established their Summer homes, drawn both by the beauty and health of the locality and by its historical associations. Morristown was the scene of stirring events during the American Revolution and possesses the yet well preserved headquarters of General Washington. Mr. Foote was married in 1845 to Jordena Harris, grand daughter of Gen. James Taylor of Newport, Ky. She died in 1853, and in 1857 he was married to Mary Swords, daughter of Robert Dumont of New York.

CAPT. ROBERT BENNET FORBES, ship owner and merchant prince of the last generation in Boston, who died, Nov. 23, 1889, at his home in Milton, Mass., was born in Jamaica Plain, Mass., Sept. 18, 1804, the son of Ralph Bennet and Margaret Perkins Forbes. While a boy he met with an unusual experience, growing out of a voyage to Europe. Jan. 17, 1811, his mother, brother Thomas T., and himself embarked in the schooner *Midas* to join the head of their family in the Mediterranean and were captured *en route* by a British frigate, which sent them to Fort Mahon. They reached France after some delay and the two boys were there sent to school. May 13, 1813, they embarked at Bordeaux on the armed American schooner *Orders in Council*, for the return home, and enjoyed the excitement of an encounter with a British frigate, beating it off, however, after an hour's fight. They were captured, nevertheless, soon afterward and taken to Lisbon, but finally reached Newport, R. I.

Robert was then sent to school in America, and at the age of thirteen went to sea before the mast on the ship *Canton Packet*, bound for China. A sound apprenticeship was regarded in those days *sine qua non*, and Mr. Forbes learned so rapidly that at the age of twenty he was a captain. At twenty-six, he owned a ship and commanded her, and at twenty-eight, he left the sea to engage in commerce with China. At thirty-six, he was the head of one of the largest American houses in that empire. A large fleet of excellent vessels belonged to him, and, in the trade between America, Europe, South America, Asia and California he was actively and successfully engaged for years.

In 1847, Captain Forbes commanded the U. S. sloop of war *Jamestown*, laden with provisions on an errand of mercy for the starving poor in Ireland, and made the voyage from Boston to Cork and back in forty-nine days. He helped to load the frigate *Macedonian* for a similar expedition. During the Civil War, several Federal gunboats were built under his superintendence, and he built for himself and a few others, the frigate *Meteor* of 1,500 tons, to cruise in search of vessels which were preying upon American commerce. Seamen found in him a constant and conspicuous friend, and institutions for their benefit a warm supporter. His pen did much to attract attention to the means of saving life in wrecks, and his "Personal Reminiscences," published in 1882, a model of condensed writing, is a valuable record of the experiences of one of the men, who conferred so much prestige on the flag and the country in his times.

Captain Forbes married at the age of thirty, Miss Rose Greene Smith, who died upon the anniversary of his eighty-first birthday. Their family consisted of Robert B. and James Murray Forbes and one daughter. At Milton, where Captain Forbes dwelt, he was the idol of the boys, having made for them more than 100 model boats.

DANIEL S. FORD, publisher of a weekly newspaper in Boston for young people, enjoys the honor of providing entertainment for a larger number of the youth of America every year, and of having done less to sully their minds and give them improper ideas than any other American whose circulation approaches his in any degree. Born in Cambridge Port, Mass., April 15, 1822, the son of Thomas Ford, he applied himself to books in the schools of Cambridge Port and Boston, and entered upon his business career by learning the printer's trade in the office of *The Christian Watchman* in Boston. When of age, his employer took him into partnership, and he aided in editing and publishing *The Watchman and Reflector*. Several years later, Mr. Ford purchased from N. P. Willis, *The Youth's Companion*, and has now for thirty-five years, under the business *nom de plume* of Perry Mason & Co., edited and published that paper. *The Youth's Companion* is an illustrated literary weekly. When Mr. Ford bought it, its circulation had ebbed to 4,800 copies a week, but its new proprietor's ability, ingenuity and enterprise have resulted in a continental circulation and the newspaper is one of the best, most entertaining and soundest which is admitted to American homes. Mr. Ford prints about 500,000 copies a week. He has gained an ample fortune and has been enabled to become a large owner of Boston real estate.

ADAM FOREPAUGH, showman, born in Philadelphia, made an unromantic start in life as a boy in a local meat market. His soul was greater than the business, however, and he ran away at the age of sixteen, only to be compelled to go to work again in another meat market in Cincinnati. Hard work fell to his lot for many years, but he finally saved enough money to start a stage line and later engaged in buying and selling horses and cattle. The trade last named grew to be a large business. In 1861, having sold sixty-two horses for \$9,000 to John O'Brien, a circus manager, Mr. Forepaugh accepted an interest in the show as payment, and thus entered upon the career which made him rich and famous. He travelled with the circus, finally bought his partner's share, added Mabie's managerie to his own array of attractions, and by tact, enterprise and sagacity, made the circus exceedingly popular and one of the standard resources of the country for innocent amusement. For a long time, profits were devoted to enlarging and improving the circus. Mr. Forepaugh exhibited the show in nearly every part of the United States, and, in 1876, caused a train of special railroad cars with gorgeously decorated exteriors to be built to transport his paraphernalia and advertise the show. James E. Cooper bought Mr. Forepaugh's interests in 1890. Mr. Forepaugh's gains were large and were invested in real estate in Philadelphia and Brooklyn, N. Y., to a large extent. He died in Philadelphia, Jan. 22, 1890, age sixty-nine, leaving a fortune to his wife, Mrs. Mary G. Forepaugh and his son Adam.

SAMUEL FOSDICK, manufacturer, Cincinnati, O., who died Aug. 5, 1881, at the age of eighty, accompanied his family from his native town of New London, Conn., at the age of ten, to Cincinnati, then a village of 2,000 inhabitants. Here, Richard Fosdick, his father, opened a general store, and Samuel became a clerk early in life. In 1816, the two men made a trip to the Kanawha salt region, which proved a business success. In 1834 and 1836, Mr. Fosdick was elected Sheriff of Hamilton county, O. Engaging in a general commission business, fifteen years of unceasing toil and close application brought to him considerable means. In 1844, as a partner of Anthony Harkness and Jacob Strader, he helped build the first cotton factory in Cincinnati. This partnership existed for nearly twenty years, and upon the death of his associates,

he bought their interests and became proprietor of the entire concern. Mr. Fosdick was a wide awake man and alert in the promotion of all which would redound to the welfare of his city. He was an incorporator of The Cincinnati, Hamilton & Dayton Railroad and a director, dealt largely in real estate and was generally successful in his investments. Of his eight children only two survived him, Wood Fosdick and Frances D., wife of Frank J. Jones, president of The Little Miami Railroad Co. Mr. Fosdick was one of the first members of the Episcopal church in Cincinnati, and while giving liberally toward its support, was also liberal toward other charitable enterprises, especially to the Widow's Home on Walnut Hills.

SAMUEL MICKLE FOX, land proprietor, Foxburg, Pa., was a native of Philadelphia, and son of Joseph Mickle Fox, attorney-at-law, and of Hannah Emlen, his wife. Born June 29, 1821, he died on Christmas day, 1869, in Foxburg. Justinian Fox, the great, great, great grandfather of the subject of this memoir, followed William Penn to Philadelphia from England, a few years after that eminent pioneer of the Quakers had made his home in the forests of the new world. Joseph, son of Justinian, was quite prominent in Colonial times, and in 1765 was elected Speaker of the Colonial Assembly, a distinction even more marked in those days than it is now. Samuel Mickle Fox, first of the name in this country, son of Joseph, founded the fortunes of his descendants about 1796, by applying an inheritance he had received to the purchase of what were then known as "back lands" in Pennsylvania. This handsome estate covered about 18,000 acres of wild lands in the county of Clarion, near the junction of the Clarion and Allegheny rivers, and a son of the proprietor, Joseph Mickle Fox, established his home upon and tilled a portion of this property at the site of the present village of Foxburg. When Joseph Mickle Fox died, in 1845, the estate descended mainly to Samuel Mickle Fox.

Mr. Fox received a full course of tuition in the University of Pennsylvania and then became a member of the Philadelphia bar, although he was never in active practice there or elsewhere. The care of his father's estate, in which a legal training proved valuable, occupied his time. In the affairs of Western Pennsylvania, he became quite prominent, and in various ways his public spirit and large means enabled him to be of great benefit to a then poor community. Although a beautiful estate, the lands never attained remarkable value, in spite of the gradual settlement of the country, until, during the latter years of Mr. Fox, petroleum was discovered there. A railroad being built through the Fox estate, the lands, like many another tract in Pennsylvania of previously modest value, at once became for a time of considerable importance and yielded a large revenue to the proprietors. The village of Foxburg, of 500 inhabitants, is now located on this property. June 28, 1849, Mr. Fox married Mary Rodman Fisher at Wakefield, near Philadelphia, and they had five children, among them William Logan Fox, now dead, but during his life of considerable prominence. The only two now living are Joseph Mickle Fox, who owns about 2,000 acres of the ancestral domain and is president of The Foxburg Bank and has a fine residence in Philadelphia and other real estate there; and Hannah Fox.

Samuel Mickle Fox was of a retiring disposition but pronounced Union sentiments brought him forward as the anti-Lecompton candidate for State Senator in 1861. The district was heavily Democratic, however, and he was defeated, although he polled a larger vote than anyone else on the ticket.

CHARLES BEESON FRANCE, banker, St. Joseph, Mo., originated in Roanoke county, Va., Oct. 5, 1835, and died in St. Joseph, Aug. 30, 1895. John France, his father, married Mary MacCullough, and thus the subject of this memoir united in himself the High Dutch lineage of the France family and the Scottish pedigree of his mother. There was nothing in the career of Charles B. France more exciting than is exhibited in the lives of the great multitude of men, equally clear headed, pushing, positive and honest as he. His character was a strong one, incisive, large hearted and noble, and he did much good in his day and generation, especially in the way of charity and friendly actions toward young men. When a youth, he took a clerkship in a bank in Louisville, Ky., and learned what more he needed to know about finance in the Kountze bank in Denver, Colo. Next, we find him president of The State National Bank and The Savings Bank of St. Joseph, Mo., and in these positions he remained until his death. Practical affairs always took the precedence in his thoughts, and politics never tempted him. The slow savings of early years of self denial went into his banks in St. Joseph, and the profits of the banks were put into real estate in Kansas and Missouri and into cattle raising. The local stock yards originated with him and he was president of the concern until his death. His marriage took place Sept. 1, 1864, and to him and his wife, Martha W. McDonald, were born, Robert D. and Charles B. France, the latter now deceased, Mrs. Sara France Pratt and Albert France.

DAVID ROWLAND FRANCIS, merchant, St. Louis, Mo., was born near Richmond, Ky., Oct. 1, 1850, a son of John B. and Eliza Rowland Francis, farmers, both natives of Kentucky, whose own parents were Virginians, and of mingled Scottish, Irish, English and Welsh descent. Graduating from Washington university in St. Louis, in 1870, Mr. Francis found employment as shipping clerk in the wholesale house of Shryock & Rowland, 1870-77. He rose to be a partner, and in time established a commission house on his own account, of which, now known as The D. R. Francis & Bro. Commission Co., he is at this date president. Mr. Francis is a very wide awake and energetic business man, and has steadily pushed to the front, without excitement or novel experiences but with increasing success. Among the positions he holds in outside enterprises are those of president of The Covenant Mutual Life Insurance Co., vice president of The Mississippi Valley Trust Co., The Merchants' National Bank, The Laclede National Bank and The Union Casualty & Surety Co., and director of The Brazoria Land & Cattle Co., of Texas. He is also connected with The Merchants' Bridge Co., The Laclede Building Co., The Covenant Life Insurance Co., The Rialto Building Co., The Festus and The Columbia Realty Co's, The St. Louis Trust Co., and other corporations. Having a liking for public affairs, he attended the Democratic National Convention of 1884, as delegate at large from Missouri, and as Mayor of St. Louis, 1885-89, organized the influential merchants to secure a franchise for the great bridge over the Mississippi river. The Democratic party made him Governor of the State, 1889-93. Gov. Francis has always been active in all public movements for the benefit of St. Louis, the State and the West, and presided over the Western Commercial Congress which met in Kansas City in 1891. Married, in January, 1876, to Jennie, daughter of John D. Perry, he is the father of John D. Perry, David R., Charles B., Talton T., Thomas and Sidney R. Francis. Governor Francis is a Knight Templar, and a member of the St. Louis, Noonday, Country, Kinloch, Round Table, Cuivre, and Reform clubs, and president of The Hospital Saturday and Sunday Association.

WILLIAM HENRY FREAR, the principal merchant of Troy, N. Y., is a native of Coxsackie, N. Y., and oldest of the eight children of William and Deborah A. Davis Frear. The father was born in Newcastle on Tyne, England, of French Huguenot lineage, the family name having been originally spelled Frère. William Frear was taken in infancy to Canada and lived for several years in Quebec, where his father, Joseph, was instrumental in raising the first Bethel flag in the harbor and in organizing the first Sabbath school in the city. Of the eight children of William and Deborah A. Frear, four are now living—William H. Frear, Edwin A. Frear, Isabella D. Frear and Mrs. Martha B. Frear-Parks. The maternal ancestors of the subject of this biography were among the earliest seafaring residents of Long Island, N. Y.

The tuition of the future merchant of Troy, who was born March 29, 1841, was obtained in the old red school house of District No. 6, Coxsackie, of which his father was a trustee, and in the excellent academy of the place, where he spent three years. He was an ambitious lad, and at first intended to fit himself for a career in the law or in architecture; but the current of his life was changed during a vacation in the early part of 1857, by the invitation of Barnet Gay, who kept a store in the upper village of Coxsackie, and who asked Mr. Frear to assist him in the store during the temporary absence of a clerk. Mr. Gay found his new assistant an unusually bright, quick, versatile and earnest lad and persuaded the latter to remain, which he did for two years.

In March, 1859, John Flagg, a leading dry goods merchant of Troy, having a place of business on Fulton near River street in that city, offered Mr. Frear a place as salesman, and this he accepted, discharging his duties with more than credit for a period of six years. Determined at last to be his own master, and having saved a few hundred dollars, Mr. Frear embarked in the dry goods business in Troy, in March, 1865, at his own risk, with Sylvanus Haverly as a partner, opening a store at No. 322 River street, under the name of Haverly & Frear. His entire capital was then \$2,000, which was furnished in part by his father and mother and his good wife. By dint of remarkable industry and incessant application, notwithstanding that the first year's business was done on the rapidly falling market, which followed the Civil War, the efforts of the new firm were rewarded with success; and although they occupied only about one thousand square feet of floor room, their sales amounted the first year to over \$100,000. This was an admirable beginning. In March, 1868, the two partners joined forces with John Flagg and removed to the store in Cannon Place, which had failed under Decker & Rice, opening April 9, under the title of Flagg, Haverly & Frear, with Mr. Frear as managing partner. Jan. 2, 1869, Mr. Haverly withdrew, the firm name changing to Flagg & Frear. Oct. 27, 1869, Mr. Frear purchased Mr. Flagg's interest, and carried on the business on his sole account for twenty-five years, and with phenomenal success. It is believed that during that time, the business was greater in magnitude than that of any similar store in any city in the world of the population of Troy. Within fifteen years after Mr. Frear had taken sole charge, retail sales had risen to over \$12,000 in a single day and over \$1,200,000 in a single year. Employment was given to 370 people. This is a remarkable record for an inland city, of then not more than 50,000 population. The store is the largest in Troy, has fifty-five departments, and is known by the attractive name of Frear's Troy Cash Bazaar. After carrying on business under his own name for twenty-five years, Mr. Frear changed the firm to Wm. H. Frear & Co., May 24, 1894, upon the admission of his brother, Edwin A. Frear, and his eldest son.



Yours Sincerely
A. B. Hear

At the outset of his career as a merchant, Mr. Frear originated the motto, which appeared in his first announcement, "Price and perfect satisfaction guaranteed or money cheerfully refunded." Mr. Frear takes far more pride in the fact, that whatever he has accomplished is due to upright dealing and earnest, legitimate effort, than in the abundant financial success which has attended his enterprise. He is yet in the vigor of manhood, in the full tide of success, and is in daily attendance at the large establishment which his enterprise and genius have called into being.

Oct. 27, 1863, Mr. Frear married Miss Fannie M., daughter of Charles Wright, of Pownal, Vt., and of Martha M. Bradley, of Lanesboro, Mass. They have three children, Charles Wright Frear, a member of the firm of William H. Frear & Co.; William Bradley Frear, who recently graduated from Williams college and is now connected with the Troy Bazaar, and Edwin Henry Frear, a student at the Troy academy.

Mr. Frear has proved his confidence in the future of the city of his adoption and his willingness to bear his share of its burdens, by the fact that he is the largest individual owner of real estate in the city of Troy and is constantly adding to his holdings. He has owned, since 1891, the big building known as Cannon Place, in which his business has gradually enlarged, until now the building is entirely occupied by Frear's Troy Cash Bazaar. The entire purchase price, nearly \$150,000, was paid on the spot in cash. When, in 1879, the city disposed at auction of its public market, known for over fifty years as the Fulton Market, Mr. Frear purchased the valuable property. In 1878, he bought the American House, facing the market property and standing at the intersection of three of the leading thoroughfares of Troy. The hotel is now known as the Frear House. Two lots of property adjoining have since been acquired, and it is an open secret that in Mr. Frear's fertile mind there are plans for a grand mercantile edifice upon that site, which will be unrivaled outside of the cities of the very largest size. Mr. Frear has a fine city residence on Third street and a beautiful suburban home on Oakwood avenue, with grounds decorated with statuary and fountains.

While faithful in a remarkable degree to the demands of a vast business, which, while having its centre in Troy spreads to neighboring States, Mr. Frear has a mind open to the refining influences of life. He is a judicious reader of the best literature and a discriminating patron of art. His home is a choice gallery of paintings, and no sale of valuable pictures is without his presence, as a connoisseur who has the eye to see and the capacity to acquire gems of art, which will both enlarge and enrich his own collection.

The alertness and activity of Troy's great merchant, even in his vacation days, are shown by a sumptuous volume, entitled "Five Weeks in Europe," which contains the joint work of Mr. Frear's pen and camera. The book bears the sub-title of "A Photographic Memorandum," and is a unique and felicitous recognition of the memorable welcome given to Mr. Frear by the employes in his store on his return from a transatlantic jaunt. Appended to each photograph taken by Mr. Frear is an appropriate descriptive extract from Mr. Frear's letters to his wife while on the journey.

Mr. Frear has public spirit and that rapidity of judgment which enables him, in the midst of incessant business activity, to give to the affairs of the community effort and counsel of genuine value. His penetrating thought has often added wisdom to public movements. Responsive to the calls of charity, his was one of the names first thought of when a conflagration, in February, 1896, in the Burdett Building, wrought

terrible loss of life and destruction of the property of working women. As treasurer and one of the chief almoners of the relief fund, he assumed a task which involved weeks of almost unremitting attention.

In politics, Mr. Frear is a loyal Republican, but while too busy a man to seek or desire public office, yet he has not escaped having official positions seek him with such insistence as to compel acceptance. He was a member of the Troy Centennial Committee of One Hundred in 1889 and of the Citizens' Committee of Public Safety in 1894. He is also a trustee of the Second Presbyterian church, the Troy Young Women's Association, the Troy Young Men's Christian Association, a director of The Troy City National Bank and associate member of Post Griswold, G. A. R. At one time, Mr. Frear served on the staff of Brigadier General Alonzo Aiden, with the rank of Captain.

The chief element in Mr. Frear's mercantile success has been personal attention to the details of business. He has known his store, his salespeople and his customers, his knowledge being first hand. Next to this personal insight has been the practice of cash payments for goods bought. His customers have been cash buyers; and when he has gone into the markets of America and Europe he has taken in his hand the golden key which has opened the gates to the best goods at the lowest prices. Mr. Frear's check book is proof that "the nimble sixpence is better than the slow shilling," but the aggregate of those sixpences would astound anyone except a metropolitan buyer.

An incident of Mr. Frear's undaunted enterprise occurred in December, 1893, when fire destroyed his stock of goods and seriously damaged his store. On the morning of the fourth day after, the ponderous icebergs had disappeared, a temporary roof had been built, settlement completed with the insurance companies, he had reopened his store, and his holiday trade went on with its usual mammoth proportions.

DANIEL FREEMAN, property owner, Los Angeles, Cala., would have been an American by birth had his forbears remained in Lynn, Mass., to which place Edmund Freeman emigrated, when he came in the ship *Abigail* from his Devonshire home in England in 1635. but it was reserved for him to be born in the county of Norfolk, Canada, June 30, 1837. Frequent reference is made to the Freeman family in Governor Hutchison's "History of Massachusetts Bay," Savage's and Bancroft's histories, the History of Cape Cod, and the History of New Jersey, as well as in various encyclopedias; and many officers and soldiers in the American Revolution boasted of direct descent from the old pioneer. Daniel Wesley Freeman, father of the subject of this sketch, was a farmer and the husband of Isabella Bailey. Farming in Canada did not pay, and, being one of ten children, Daniel Freeman was forced by circumstances to leave home at the age of nineteen to make his own way. An education at Lynnville academy enabled him to teach school, and later studies made him a barrister at law at Osgood Hall, Toronto. Law practice kept him busy for seven years, and he also owned a small ship yard at Point Burwell, on Lake Erie. On account of Mrs. Freeman's failing health and the inclemency of the Canadian climate, Mr. and Mrs. Freeman travelled in the Southern States in 1873, and were about starting for Jamaica when they read about Southern California and suddenly decided to go there. After visiting various parts of the Pacific coast, Mr. Freeman first rented and then purchased the Aguaje de la Centinela ranch of 26,000 acres near Los Angeles, Mr. Freeman becoming one of the first to engage in farming on a large scale in that part of the State. He bought and raised sheep and sent grain from the ranch to New York and

Liverpool by the ship load. Fruits, oranges, limes, lemons and other fruits were produced in quantity, and Mr. Freeman proved that wheat and barley could be raised without irrigation. In 1886, he sold, for \$25 an acre, half the ranch, which he had bought at \$6 an acre; and in 1887, 11,000 acres more were sold for \$125 an acre. Mr. Freeman is now the owner of the Freeman block in Los Angeles, and is connected with The Continuous Brick Kiln Co. During 1892-95, he was president of the local Chamber of Commerce. Mr. Freeman is a careful and candid man, of fine presence, great activity and known public spirit. A generous endowment has been given by him to the College of Applied Sciences at the University of California. Mrs. Freeman, whom he married in 1865, was Catherine Grace Higginson Christie, and the children are Archibald Christie, Charles F. and Grace Elizabeth Freeman. Mr. Freeman belongs to the California and Sunset clubs.

JULIUS FREIBERG, distiller, Cincinnati, O., a native of Neu Leiningen, Rhein-pfalz, Germany, was born May 1, 1823. Educated in his native land, he spent the first nine years of his business life in the trades of cooper and wine maker, but came to America, in 1847, and started in the manufacture of vinegar in Cincinnati. In 1856, he founded the firm of Freiberg & Workum, in partnership with Levi J. Workum, and, in 1857, engaged in distilling rye whiskey in Lynchburg, O., and, in 1868, in Petersburg, Ky., on the Ohio river, below the city of Cincinnati. Rectifying works were established in Cincinnati. The firm find the making of Bourbon and rye whiskeys a profitable trade, and they operate on a large scale, owning a steamboat to bring their products to the city. Distilling is the largest industry of Cincinnati, growing largely out of the mildness of the water of the blue grass region and the quality of its corn and rye. Freiberg & Workum are not only one of the oldest firms in this industry in the West, but one of the strongest. Mr. Freiberg is a director in The Equitable Insurance Co., and president of The Freiberg-Wolfstein Oak Tanning Co., as well as of the Union of American Hebrew Congregations. Feb. 13, 1856, he was married to Duffie Workum. His children are, Minnie, wife of Joseph Ransohoff; J. Walter Freiberg, Maurice J. Freiberg; Sallie, wife of Edward L. Heinsheimer; Clara, wife of Jonas B. Frenkel, and Jeannette Freiberg.

FREDERICK THEODORE FRELINGHUYSEN, LL. D., lawyer and public man, born in Millstone, Somerset county, N. J., Aug. 4, 1817, died May 20, 1885, in Newark, N. J. The first of his line, the Rev. Theodorus Jacobus Frelinghuysen of Holland, settled in America in 1720, his five sons becoming ministers and his two daughters marrying ministers. The Rev. John F. Frelinghuysen, second son of the pioneer, started a divinity school in Somerville, N. J., out of which grew Queens, now known as Rutgers, college. Gen. Frederick Frelinghuysen, youngest son of the last named, born Nov. 7, 1788, who died in 1820, was the father of the subject of this sketch, and a brilliant lawyer and natural orator, United States Senator, and eminent in many different walks of life. He married a daughter of Peter B. Dumont, a rich farmer, and left three daughters and two sons, the youngest son being Frederick T. Frelinghuysen.

Graduating from Rutgers college in 1836, the subject of this memoir studied law in Newark, N. J., with his uncle, Theodore, who had adopted him, and was admitted to practice in 1839. While the name he bore and the good will felt for his family no doubt proved of value to Mr. Frelinghuysen in his legal career, yet he never could have become famous as a lawyer, except by personal deserts. He toiled extremely hard and

prepared his cases with the utmost care. Noted for eloquence before a jury and a formidable antagonist in every trial, he left little or nothing to chance or the suggestions of the moment, and won his way to distinction in the law by protracted and unsparing labor. Once a member of the Newark Common Council, he served as City Attorney of Newark, 1849-54, and in time became counsel for The Morris Canal & Banking Co. and The Central Railroad of New Jersey. Later in life, he held high public office, being Attorney General of the State for two terms, 1861 and 1866, and United States Senator, 1866-69, to fill out the balance of a term and again for the full term, 1871-77. In the Senate, finance, claims, railroads, agriculture and foreign affairs occupied his attention mainly. Mr. Frelinghuysen was made Minister to England by President Grant and confirmed by the Senate, but declined the honor. Dec. 12, 1881, President Arthur appointed him Secretary of State, which position he accepted.

The wife of Mr. Frelinghuysen was Miss Matilda, daughter of George Griswold, merchant, New York city, and there were born to them Charlotte L.; Frederick Frelinghuysen, now president of The Howard Savings Bank of Newark; George Griswold Frelinghuysen; Sarah Helen, wife of John Davis; and Theodore Frelinghuysen. Mr. Frelinghuysen was tall, slender and handsome, manly in bearing, attractive in manners, with a face pure, refined and intellectual. He usually wore no other beard than a fringe under the chin. A bronze statue of him now adorns the public park in Newark. Mrs. Frelinghuysen died in 1890.

CARLOS FRENCH, manufacturer, Seymour, Conn., owes his success in life mainly to persistent enterprise, ingenuity and tact, but perhaps a little to parental aid. Born Aug. 6, 1835, in Humphreysville, now Seymour, Conn., the son of Raymond French, a manufacturer, and Olive Curtis, his wife, he descends from William French, an emigrant from Essex, Eng., in the ship *Defence*, 1635, to Boston, Mass. Mr. French attended General Russell's military school in New Haven, until he had learned most of what there was to know there, and then took a place behind a desk and began to keep books. In 1859, he undertook the manufacture of car springs in Seymour, and has gradually acquired an interest in a variety of other profitable manufactures in that vicinity and the State, reinvesting continually his surplus income. He is a director in The Seymour Manufacturing Co., makers of brass goods, and in various pin and nail factories, The Second National Bank of New Haven, The New York, New Haven & Hartford Railroad, The Seymour Electric Light Co., and The New England Transportation Co., and owns some productive real estate. To him and his wife, Julia H. Thompson, whom he married April 29, 1863, have been born two children, Raymond Thompson French, and Carlotta, the latter of whom died in 1890. Mr. French is often in New York city and belongs to the Manhattan club there. In 1860-68, he served in the Connecticut Legislature, and later in the 50th Congress as a Representative.

HOWARD BARCLAY FRENCH, manufacturer, is one of the men who have made Philadelphia the largest manufacturing center in the United States. Born, Sept. 3, 1848, in Salem, O., son of the late Samuel Harrison French, paint manufacturer, and of Angelina Dunseth, his wife, he is in the seventh generation from Thomas French, who left considerable property in Nether-Heyford, Northamptonshire, Eng., and escaped from religious persecution by sailing for America in 1680. He settled near Burlington, N. J., as a land proprietor. Although a native of Ohio, Howard B. French is essentially a Philadelphian. Educated in the Friends's Central School in Philadel-

phia and the Philadelphia College of Pharmacy, he entered upon a career as druggist's apprentice for four years to William B. Webb. Then, being given employment by his father's firm of French, Richards & Co., wholesale druggists and manufacturers of paints, he applied himself to the labors of that house. In 1883, the firm of Samuel H. French & Co. succeeded the old one in the manufacture of paints, and the subject of this sketch is now senior member of the concern.

Political office he would never hold, but he has been active in Republican reform movements and in industrial affairs. How extended the interests of a successful man may become is indicated, to some extent, by the fact that Mr. French is a trustee of the Philadelphia College of Pharmacy and The Southern Home for Destitute Children, secretary of the Union Committee on Transportation and Commercial Interests of Philadelphia, president of The National Paint, Oil & Varnish Association, director of The Equitable Trust Co., member of the Philadelphia Bourse and Master Builders' Exchange, and member of the Union League, Trades League, Manufacturers' and Paint clubs, the Historical Society, and The Home Missionary Society. In 1895, he served as chairman of the Citizens' Committee of '95 in advocacy of municipal reform, and has also been chairman of the joint committee of commercial organizations of Philadelphia on Mint Site, and chairman of the Trades League Committee on Improvement of the Commercial and Manufacturing Interests of Philadelphia.

Married by Episcopal ceremony, Nov. 9, 1882, to Miss Ida, daughter of Coffin Colket, he is the father of one child, Anna Colket French.

HENRY CLAY FRICK, manufacturer, Pittsburgh, Pa., a business man of remarkable firmness and energy, is the son of a farmer of West Overton, Pa., and was born Dec. 19, 1849. As a clerk in a dry goods store in Mount Pleasant, Pa., and for his grandfather, a flour miller and distiller at Broad Ford, Pa., one of the most notable men in western Pennsylvania began his career. The purchase of a small interest in a coking coal mine near Broad Ford and the construction of about fifty coking ovens, with partners, placed Mr. Frick upon the path, destined to lead him to fortune. More ovens were built as the demand for coke increased, and by 1873 about two hundred were in full blast. Taking advantage of the fall of prices in 1873, Mr. Frick bought other coal properties and in 1878 sold a part interest in his then prosperous business, and in 1882 merged the whole industry into The H. C. Frick Coke Co. To day, the concern operates more than 4,000 ovens in Fayette and Westmoreland counties, employing 5,000 men and producing 7,000 tons of coke per day. Mr. Frick has an interest in The Hostetter-Connellsville Coke Co., The Mutual Coke Co. and The United Coal & Coke Co. Having become associated with the Carnegies in the coke business, those gentlemen enlisted his interest in the Carnegie steel works, and Mr. Frick is now chairman of The Carnegie Steel Co., Ltd. July 23, 1892, during the historic strike at Homestead, Pa., due to a slight reduction of wages of a few of the workmen, consequent upon a reduction of the tariff duties on foreign iron, an anarchist attempted to assassinate Mr. Frick, and shot and stabbed him several times. A strong constitution enabled him to recover speedily from these wounds. Mr. Frick is head of the boiler and engine firm of Frick & Co., director of The Pittsburgh Bank of Commerce, and has other corporate interests. To him and his wife, Ada Howard Childs, have been born one son and one daughter, the latter now deceased. Among the clubs of Mr. Frick is the Union League of New York city.

RUFUS SMITH FROST, a very sound and reputable merchant of Boston, Mass., who died March 6, 1894, was born in Marlborough, N. H., July 18, 1826. Energetic and practical even as a young man, he left the Newtown academy to take a clerkship in Boston and rose by sheer assiduity and ambition to a partnership in Greeley, Frost & Cushman, long known as commission merchants and owners of the Templeton mills, manufacturers of woolen yarns. Mr. Frost was fond of the excitement of public life and, being a born leader, became Mayor of Chelsea, 1867-68; State Senator, 1871-72; member of the Governor's Council, 1873-74; and, by election in 1874, Member of Congress, but could not retain the latter office, being unseated on technicalities. The esteem in which he was held by the substantial men of Boston received expression by his election as president of the Board of Trade, 1879-81, and his own interest in higher things, shown repeatedly in many ways, was denoted also by his services as trustee of Wellesley college for eighteen years and president of The New England Conservatory of Music for twelve years. To his native town, he gave a library building.

LEVI KNIGHT FULLER, vice president of The Estey Organ Co., was born in Westmoreland, N. H., Feb. 24, 1841, of mingled English and German blood, and removed to Windham county, Vt., in 1845. At the age of thirteen, a youth of active mind and fearless soul, Mr. Fuller began life for himself, his sole cash capital being a silver quarter dollar. With occasional employment in the printer's trade, attendance at the High School at Bellows Falls and Brattleboro, Vt., and the practice of telegraphy in Brattleboro, Mr. Fuller occupied his youth to good advantage, and at sixteen won a premium for a steam engine improvement at the Windham county fair. Going to Boston, he learned the trade of a machinist, and, while acting as evening telegraph operator in the Merchants' Exchange in Boston, he had the spirit to take a scientific course in the evening schools. Before attaining his majority, he had developed into a practical, competent, progressive young man.

In 1860, Jacob Estey gave Mr. Fuller a place in the organ works in Brattleboro, Vt., as mechanical engineer and machinist. Later, Mr. Fuller established a shop of his own, and manufactured successfully wood working and other machinery. Mr. Estey kept a close watch upon every branch of his growing business, and knew exactly who were the efficient and promising men; and, when he took Mr. Fuller into partnership, in 1866, no better testimonial was needed as to his opinion of the young man. Mr. Fuller took charge of the manufacturing operations of the firm as superintendent of the works, and has long ranked as a mechanical and scientific expert. Over a hundred inventions have been patented by him. After the incorporation of the business, in 1866, he was elected vice president of the company, a position he yet retains.

The extended foreign trade of The Estey Organ Co. is largely due to the efforts of Mr. Fuller, who, during several trips abroad, succeeded in establishing important foreign agencies. In 1873, General Grant took advantage of Mr. Fuller's trip of that year to offer him the appointment of Commissioner to the Vienna Exposition, but business interests compelled Mr. Fuller to decline.

An international pitch for musical instruments has been adopted through Mr. Fuller's influence, an achievement of the very highest importance.

In 1874, Mr. Fuller organized the Fuller Light Battery of the Vermont National Guard and held the command until, by election as Governor, he became Commander in Chief of all the State troops. This battery was the first State organization to receive

the new model United States guns, and it ranks in soldierly discipline and efficiency second to no similar organization in the country. In 1887, Vermont brevetted him a Colonel in honor of long and meritorious service.

Mr. Fuller held several town and village offices in early life, and was elected, in 1880, to the State Senate, where he took an active part in framing and passing the tax law, and served on the important Finance, Military and Railroad Committees. In 1886, he was elected Lieutenant Governor, and, in 1892, became Governor of the State. He is a member of the United Service club of New York city, the Sons of the Revolution, The American Society for the Advancement of Science, and the American Society of Mechanical Engineers, and president of the trustees of the Vermont Academy at Saxton's River. May 8, 1865, he married Abby, daughter of Jacob Estey. He is a Baptist in faith, a Republican in politics, and one of the most public spirited and influential men in the State.

JACOB FURTH, one of the most prominent bankers of the far Northwest, a native of Schwihau, Bohemia, was born Nov, 14, 1840, a son of Lazar and Anna Furth. Although the father was a merchant, Bohemia held out no especial promise to Jacob, and, at the age of seventeen, he made his appearance on the Pacific coast of America and found employment as clerk for A. Block & Co. in Nevada City, in the dry goods trade. After six years of this service, Mr. Furth engaged in the dry goods business in North San Juan, Nevada county, Cala., until January, 1870, and then ran a general store in Colusa, Cala., until November, 1882. His fortunes steadily improved during all this time. In 1882, Mr. Furth organized The Puget Sound National Bank of Seattle, Wash., and opened it in August, 1883, as cashier, and has since become a man of wealth. In 1893, the stockholders made him president of the bank. Even before the great fire in Seattle, Mr. Furth was already a successful man, and since then he has gained more rapidly and always in a legitimate banking business. He is president of The Puget Sound National Bank and The People's Savings Bank in Seattle, The First National Bank of Snohomish, The California Land & Stock Co. and The Puget Sound Telegraph Co. Of the Rainier club and the Masonic order, he is a member. In 1865, Mr. Furth married in California Miss Lucy A. Dunten, of Indiana, and is the father of Mrs. J. E. Terry and Anna and Sidonie Furth.



G.

ELISHA BIRD GADDIS, merchant and financier, Newark, N. J., one of the leading men of affairs of the largest city of his native State, began the struggle for existence with the advantages of a comfortable home and as good an education as his surroundings admitted, but, nevertheless, owes all he has accomplished and the wealth which he has acquired, entirely to his own brain, energy and perseverance, and to his determination while yet in early boyhood, to make a name and place for himself in the busy world.

Mr. Gaddis comes of Knickerbocker and Irish stock. He is lineally descended from Hans Hansen Bergen of Norway, the common ancestor of a family which has been for more than three centuries well known and highly respected in New York, New Jersey and elsewhere. In April, 1633, Hans Hansen Bergen arrived in New Amsterdam—now New York city—and thus made his home in the new world before the white man had conquered either the savage or the wilderness, while the population was scanty and before there was yet any settled communities with industries and a large trade to ensure employment to the adventurous new comers from Europe, and when actual hardship and danger were almost the certain lot of the bold and hardy pioneers of the period. He had for one of his fellow passengers, Wouter Van Twiller, the second Director General of the colony. He was married in 1639 to Sarah, daughter of George Rapalje, who had the distinction of being the first white female child born of European parents in the New Netherlands. It is told of Hans Hansen Bergen that, on one occasion when pursued by the Indians, he took refuge in a tree, where the sharp-eyed savages soon discovered him. He thought his last hour had come, and he began singing the hymn, beginning, "In my greatest Need, O Lord!" To his astonishment, the Indians listened as if entranced, and, at the conclusion of the hymn, allowed him to go his way, rejoicing in his safety.

Elisha Bird Gaddis was born at Flemington, N. J., Jan. 9, 1845. He is a son of David A. Gaddis, whose father, Andrew (a farmer and contractor of North Branch), came from County Armagh, Ireland, and married Margaret Bergen in 1781. On his mother's side, he descends from the Lee family, from Ireland more than 200 years ago. Both branches of the family comprised many people of sterling merit and sound character.

Mr. Gaddis received a rudimentary education in the district school at Flemington, and finished his course in the Newark high school. At the age of sixteen, he entered the office of his father, who was freight agent for The New Jersey Railroad & Transportation Co. in New York. He continued in the service of that corporation, and, as a bright, active, careful and efficient young man, soon mastered every detail of the branch of railroad traffic in which he was employed, gaining the commendation of his superiors; and after The Pennsylvania Railroad Company had leased The New Jersey corporation, he was appointed to the charge of the company's freight business in Newark—a position which he held until Jan. 1, 1873. He then resigned to engage in commercial life, and applied his savings to the purchase of the interest of John E. Voorhees, who was then in partnership with Elias A. Wilkinson, and the firm of Wilkinson & Voorhees were succeeded by Wilkinson, Gaddis & Co., who at a later

date were incorporated. Mr. Gaddis proved to be a most capable business man, enterprising, alert, and sound in methods, and undoubtedly made all the better merchant, especially in the management of a wholesale trade, for having previously obtained an intimate knowledge of railroad routes and traffic, and a thorough acquaintance with the communities and people of New Jersey. The business of the corporation, as wholesale grocers, millers, manufacturers and importers of pure food products, has grown to be one of the largest in the country. It has branches in New York and Chicago and is also interested in most extensive creameries and important milling industries in the United States, and its business aggregates millions of dollars annually.

Like every other native born American, Mr. Gaddis relishes the study of public questions, and having identified himself at an early day with the Republican party, has exerted considerable influence in affairs and has been honored by his party more than once with its confidence. In 1892, he was a delegate-at-large to the Republican National Convention at Minneapolis. In political matters he is unswerving, true to his friends and "a hard fighter." In the contest which resulted in the election to the United States Senate of Gen. William Joyce Sewell, his intimate friend, he took a very active part. His influence was also felt in the wave of reform which recently swept New Jersey and rebuked corruption in high places; and he was liberal in his contributions to the great cause. As Alderman, he served the people of Newark with remarkable fidelity six years.

The sound basis of Mr. Gaddis's popularity in New Jersey is his excellence, success and sterling abilities as a business man, and his companionable character in social life. He is highly respected and well liked in every circle in which he moves, and is a member of a variety of first class associations, including the Essex and Essex County Country clubs, the Cartaret club of Jersey City, the Lawyers' club of New York, the Garfield club of Newark and other social and political organizations. Ample means requiring investment and the desire of other prominent men to secure his co-operation in the management of enterprises of moment, have resulted in his election as president of The New Jersey State Agricultural Society, vice president of The Consolidated Traction Co. of New Jersey, and vice president of The Newark Passenger Railroad Co., The Jersey City & Bergen Railroad, and The Newark Plank Road Co.

He was married in St. Paul's Methodist Episcopal church in Newark, Nov. 12, 1868, to Mary A., daughter of Charles Campbell, an old and prominent citizen, the Rev. R. R. Meredith officiating. Mrs. Gaddis is a lady of ripe literary attainments, culture and refinement, and holds an enviable position in social circles. She takes an active interest in church work and is fondly devoted to her home and family. Mr. and Mrs. Gaddis have two daughters, one of whom is married. Perhaps Mr. Gaddis's most prominent trait is executive ability, which is demonstrated in the management of the immense business of the Wilkinson, Gaddis & Co. corporation, as well as in financial affairs. He has so systematized business, familiarizing himself with even the most petty details, that he accomplishes daily an amount of work which would severely tax the energies of four men of ordinary mould, and yet has time for improvement and enjoyment.

The enviable position which Mr. Gaddis occupies to-day should prove a stimulus to every young man of merit, whose boyhood is passed in a rural town or country

village. Flemington, the scene of Mr. Gaddis's early life, has not yet in half a century grown to a population of more than 2,000 souls, and probably could never have afforded scope for the talents with which the subject of this sketch was endowed by Nature, or for a distinguished career as a merchant and financier. One man gains a start in a large sphere with the aid of friends; another, through his own determined seeking. But in one way or another the man who is resolved to rise, and has the strength to do so, will be heard of in due course of time, and will never find the limited opportunities of his birth place a bar to an honorable success.

LYMAN JUDSON GAGE, banker, Chicago, Ill., born, June 28, 1836, in De Ruyter, Madison county, N. Y., son of Eli A. and Mary Judson Gage, of English descent, attended the public schools and the academy at Rome, N. Y., and then, a lad of fourteen, took a clerkship in the Rome post office, and, at eighteen, a similar position in The Oneida Central Bank in that city, at a salary of \$100 a year. When the officers of the bank refused a promotion, Mr. Gage resolved to leave them and reached Chicago Oct. 3, 1855, where he kept the books of a lumber merchant, Nathan Cobb, at Canal and Adams streets, for three years; but, as a result of hard times and a change of partners, in 1858, the clerk was obliged to accept the humble post of night watchman in the lumber yard. Six weeks later, however, he became bookkeeper at \$500 a year for The Merchants' Loan & Trust Co. Promotion thereafter was rapid. Next year, he became paying teller, at \$1,200 salary; in 1860, assistant cashier, at a salary of \$2,000, and, in 1861, cashier. In 1868, the directors of The First National Bank invited Mr. Gage to take the position of cashier in that institution. He accepted, and has been, since 1891, president of the bank. In 1882, and twice thereafter, Mr. Gage was elected president of The American Bankers' Association.

It was the assurance of four Chicago men, Mr. Gage one of the number, that Chicago could be relied upon for \$10,000,000, which satisfied Congress with regard to the World's Fair enterprise and finally secured the Exposition for Chicago. Mr. Gage held the presidency of the local board of directors of the World's Fair, by unanimous election, from April 30, 1890, until he had become president of The First National Bank, when he was reluctantly compelled to give up the general direction of the work of the board, but continued to act as a director. He took a lively and active interest in the success of the great Exposition and presided at the Bankers' Congress at the Fair.

Mr. Gage is a man of dignified presence, with full beard and mustache, classic features and a courteous manner. He takes an intelligent interest in public questions, opposes silver inflation, is a good speaker and a diligent student of finance, and is a friend of the conservative working classes and chairman of The Central Relief Association, organized Dec. 9, 1893, to relieve the distress of the unemployed. His clubs are the Chicago, Union and Commercial, and of the latter he has been president. He is also a director and treasurer of The Art Institute.

ARTHUR SAMUEL GARRETSON, Sioux City, Ia., financial leader and self made man, born on a farm in Morgan county, O., Nov. 7, 1851, managed while yet young to secure a clerkship in a bank in Sioux City. Saving his money, he finally, with the help of friends, organized a savings bank and became its cashier, and later organized The Sioux City National Bank, now the leading local institution of its class, of which he was cashier for a number of years. Banking as a profession supplies an insight into

what is going on and once in a while opportunities for investment; and Mr. Garretson has gradually become the owner of much real estate, including 1,200 acres of farm land, and is largely interested in railroads, especially The Sioux City & Northern line, of which he has been the president, The Pacific Short line, and others, various factories, the local stock yards and mercantile enterprises, and a fruit farm in California. Mr. Garretson is a generous man and full of public spirit, and without a blemish on his business honor. The failure of The Union Loan & Trust Co., in April, 1893, caused him some loss, but his wealth is large and he remains one of the most successful men of Sioux City.

JOHN WORK GARRETT, banker and railroad president, in his day one of the four or five most influential men in American railroad affairs, was born in Baltimore, Md., July 31, 1820, and died in Deer Park, Garrett county, Md., Sept. 26, 1884. He was the second son of Robert Garrett, a notable merchant of Baltimore and founder of the banking house of Robert Garrett & Sons, who is remembered for the great aid he lent to foreign and domestic commerce in his time. The paternal ancestors were Scotch-Irish, the maternal, German.

John W. Garrett was not compelled to encounter the stern discipline of adversity, but with an excellent education, including two years in Lafayette college at Easton, Pa., he was taken into his father's counting room, and, at the age of nineteen, became a partner in the prosperous business of Robert Garrett & Sons. These advantages would have availed nothing, however, had not Mr. Garrett been a man of remarkably sound and sterling character, with a genius for business enterprise, practical, intelligent and progressive. When, by degrees, the entire management of the bank had devolved upon Mr. Garrett and his brother, Henry S., his quality was denoted by the rapid extension of the business, which soon took place. His bank became the American branch of Peabody & Co. of London and of other houses there and in Liverpool, and finally ranked as one of the most influential institutions of its class in the United States.

In early life, Mr. Garrett made a close study of railroads, both as an influence affecting the growth of cities and as properties for investment. When he finally began to buy shares of The Baltimore & Ohio Railroad, his action was the outcome of ripened judgment. This railroad, one of the oldest in the United States, had had a hard struggle for existence against its rival, The Chesapeake & Ohio, and, before the advent of the locomotive, had been operated with horse power. The views of Mr. Garrett, carefully matured, were original and had been expressed, even before his election in October, 1857, as a director of the company; and his speech at the first meeting thereafter not only created a deep impression but finally resulted in the curtailment of the political power of the management. His opinion took the form of a series of resolutions, which were adopted and which clearly outlined the policy to which the road has ever since unswervingly adhered. On motion of Johns Hopkins, Mr. Garrett was made president of The Baltimore & Ohio, Nov. 17, 1858, and held the office until his death. He at once introduced a policy of economy, followed in due time by persistent efforts for expansion of the business. In spite of the panic of 1857, Mr. Garrett made a gain in the net earnings of \$725,325 the first year, and the result was the payment, in the Spring of 1859, of the first semi-annual dividend in a series since uninterrupted. The value of the stock rose during his presidency from \$57 a share to more than twice its par value. The capital stock was never watered, and, while paying a semi-annual divi-



John W. Garrett



J. Harrison Garrett

dend of four and a half per cent. the company was able to invest \$20,000,000 and more of its surplus in branches, steamship lines and real estate. During the Civil War, the road became one of the most important highways for transportation of troops and supplies. The traffic was enormous. Union troops frequently took possession of the road during strategic operations, and at all times it was carefully guarded. Mr. Garrett organized a construction force, which accomplished wonders in repairing the ravages by the Confederate forces. President Lincoln was once approached by a deputation of Baltimoreans, who asked him to take the management of the road out of Mr. Garrett's hands for political reasons. The President's sharp reply was, "When any or all of you have done half as much to aid this Government as John W. Garrett, I may consider your request."

Mr. Garrett's life was full of intense application, stirring incident and cool and energetic achievement. At one time, during the railroad strikes of 1877, when law-breakers had been repulsed by the militia and several persons shot, a wild and excited mob threatened death to prominent citizens, and, as president of the road, Mr. Garrett was subjected to personal danger. This unreasonable spirit soon subsided. Mr. Garrett was always kind toward the men and proved his practical philanthropy in many ways. In 1880, he established The Baltimore & Ohio Railroad Employés' Relief Association, for accident and life insurance, with a hospital system, savings and building funds, and arrangements for improvement of the sanitary condition of the stations, workshops and other buildings of the company, the management being entrusted to the employés themselves, and reports show that it is very successful.

Among the agencies by which Mr. Garrett increased the traffic of the road, was the establishment of a line of ocean steamers to Bremen, in which he was active. He aided in the construction of dry docks, warehouses and grain elevators on Locust Point. In 1884, while in Europe, he negotiated a loan which enabled the road to extend its main line to Philadelphia and by The Philadelphia & Reading Railroad to reach New York city. He also warmly advocated a peninsular ship canal. Mr. Garrett virtually gave the best part of his life to The Baltimore & Ohio Railroad, which he converted into a magnificent property and in which he held about 30,000 shares. He was also interested in The Baltimore & Ohio Telegraph Co., the oldest of its kind in the world. Professor Morse sent his first message over the line, afterward traversed by this company. Formed and originally operated as an adjunct of the railroad, it was allied in 1884 with The Bankers' & Merchants' and The Postal Telegraph Co's, in accordance with a long cherished scheme of Mr. Garrett. His last important enterprise was the laying of the new Atlantic cable to Europe, in company with James Gordon Bennett and John W. Mackay.

Mr. Garrett was a man of marked public spirit. Had his life been spared, he would probably have made large gifts to public objects. But his career was one of battle with contending interests, and the protection of his railroad compelled him to hold his possessions at instant command. He was a warm personal friend of that famous merchant of Baltimore, Johns Hopkins, who, on his death, appointed Mr. Garrett a trustee of the Johns Hopkins university. As a warm personal friend of the founder of Peabody Institute, also, he became prominently connected with that institution. For years, he held the presidency of the trustees of the Reformed church. Politics always awakened his interest, and he aided in the management of the Demo-

cratic party, but refused all offers of nominations to office, even to that of Governor of Maryland.

He was a handsome man, stalwart, vigorous and of overflowing vitality. Relaxation from business cares was gained during his latter years upon an estate at Montebello, near Baltimore, where he spent much time in farming and the raising of horses and other thoroughbred stock. By his marriage with a daughter of Thomas Harrison, a prominent merchant of Baltimore, in the days before the War, he became the father of Robert, T. Harrison and Mary E. Garrett. Mrs. Garrett died Nov. 16, 1883.

ROBERT GARRETT, the oldest son of the late John W. Garrett, was born in Baltimore city, April 9, 1847, and was educated at Princeton college in New Jersey, graduating in the class of 1867. His active business life began with his entrance into the Banking House of Robert Garrett & Sons, founded by his grandfather in 1839, and of which Robert Garrett is now the sole surviving partner.

Mr. Garrett's railroad career began with his election, in June, 1871, to the presidency of The Valley Railroad of Virginia, in which position he succeeded the distinguished General Robert E. Lee. He continued to hold this office until July 1, 1875. In 1879, he was elected third vice president of The Baltimore & Ohio Railroad Co., of which his father was the president, and in 1881 he was elected first vice president. In November, 1884, following the death of his father, he was appointed president *pro tem.*, and shortly thereafter succeeded him in the presidency of this great trunk line. This important position he held until October, 1887, at which time he retired from active business.

It was under Robert Garrett's administration that the new Baltimore & Ohio line to Philadelphia was pushed to completion and opened to traffic. The acquisition of the Staten Island Rapid Transit system by The Baltimore & Ohio Railroad and the construction of important improvements connected therewith, were inspired and accomplished by him, and under his direction The Baltimore & Ohio Telegraph Co. became an active competitor with The Western Union Telegraph Co. for the business of the country.

Mr. Garrett's interest in the welfare of his employes was conspicuous in many ways. The success of The Employes' Relief Association, in the formation of which, with its savings, building and pension features, he took an active part, was largely due to his energy and the hearty and intelligent support he gave to it. He also organized at Mt. Clare, the principal shops of the company in Baltimore, an elaborate system of technological education for the employes, which was maintained with great success up to the period of his retirement. His personal and business intercourse with employes, from the highest official down to the lowest subordinate, was marked with such cordiality and hearty appreciation of faithfulness in the discharge of duty, that he was deservedly popular with all.

It may be said, however, that while he gave his best thought and most devoted effort to the great railroad systems, of which he was the head, he allowed himself to accept the numerous other trusts, which are always offered to a man of capacity and influence. In his native city of Baltimore, Mr. Garrett has ever been quick to take advantage of any opportunity for the promotion of its business interests, and has invested his own capital largely in many important enterprises. He was identified, as president or director, with many important industries, as well as educational and chari-



Robert Gano.

table institutions. Among the number may be mentioned The Baltimore Dry Dock Co., The Consolidation Coal Co., The Merchants' & Miners' Transportation Co. and The Mercantile Trust & Safe Deposit Co. He was also a director in The National Mechanics' Bank, a trustee in the Johns Hopkins university and the McDonough school, and one of the vice presidents of The Association for the Improvement of the Condition of the Poor.

Mr. Garrett was always alive to the importance of adding to the attractiveness of the city and a frequent contributor to private undertakings for its ornamentation. He erected a fountain at Mount Vernon Square and gave to the city a replica of the bronze statue of George Peabody, by Story, which was placed opposite the Peabody Institute.

Before his health became impaired, Mr. Garrett was a great worker and one of the most brilliant and successful business men in the country. At the same time, his eminently social temperament and singular kindness and generosity of disposition made him many friends and brought him into intimacy with many of the most noted men of his time. During the Winter, Mr. Garrett occupies one of the most handsome private residences in Baltimore city, on Mount Vernon Place. His country residence at "Uplands," near Baltimore, is one of the most beautiful and carefully kept in the State.

THOMAS HARRISON GARRETT, banker and railroad director, second son of the late John W. Garrett, of Baltimore, was born at Garrett Park, in that city, Feb. 11, 1849, and died June 7, 1888. Inheriting the ability and sterling character of his family, he graduated with credit from Princeton college in the class of 1868, and at once entered the banking house of Robert Garrett & Sons, in Baltimore, then managed by his uncle, Henry S. Garrett. He applied himself with so much diligence and success to mastering the principles of finance, that, after 1871, when his brother became president of The Valley Railroad of Virginia, the subject of this memoir took almost entire charge of the bank, although both his father and brother remained with the firm as partners. His responsibilities increased greatly after the death of his father in 1884. Mr. Garrett paid conscientious attention to the affairs of The Baltimore & Ohio Railroad, of which he was a director, and the management of the estates of his father and Johns Hopkins. Cool, conservative and keen, he had developed into a business man of fine abilities and great promise, when his career was suddenly and unexpectedly terminated by the final change.

Mr. Garrett loved the freedom and the wholesome open air life of the country and owned a fine residence at Evergreen, just outside of Baltimore. He was refined, wholesome in all his tastes, and a man of spirit. A notable collection of rare books, pictures and other works gradually came into existence at his home, and he bought at great cost the famous Claghorn prints. Mr. Garrett was always ready to loan his art works for public exhibitions.

To Princeton university, he was warmly devoted and accepted a trusteeship of the institution. A generous nature manifested itself in many ways. He gave \$20,000 to The Society for Protection to Children. He established a free library, and promoted with an open hand a variety of worthy enterprises. In 1870, he married Alice, daughter of the late Horatio L. Whitridge, and left three sons, John W., Horatio W., and Robert Garrett.

JAMES ALBERT GARY, a distinguished citizen of Baltimore, Md., was born in Uncasville, Conn., Oct. 22, 1833, of English descent. The founder of the American line, John Gary, a Lancashire farmer, came to the United States in 1712 with his brother James. James settled in Massachusetts, while John made his home in New Hampshire, where he died in early manhood, leaving a large family. One of his sons, also named John Gary, was the father of James Sullivan Gary, of whom James A. Gary is the son.

The career of James S. Gary was notable. Born in Medway, Mass., Nov. 15, 1808, he spent seven years at an early age in a cotton mill of The Medway Manufacturing Co. Brought up from earliest childhood in the school of adversity, he found himself, at twenty-two, the possessor of a few thousand dollars, saved from his own earnings, and thoroughly equipped in the details of cotton manufacturing. In 1830, he married Pamela, daughter of Ebenezer Forrest, of Foxboro, Mass., removed to Uncasville, Conn., and invested his all in a cotton factory there. For many years, his career was one of struggle with hardship and misfortune, brought on by the mismanagement of others. Mr. Gary spent several years in charge of one of the departments of the Lonsdale cotton mills in Rhode Island, and, in 1838, he entered the service of The Patuxent Manufacturing Co., at Laurel, Md. In 1844, with associates, he established The Ashland Manufacturing Co. of Baltimore county, Md., and carried on the works with signal ability for ten years, meanwhile supervising the mill of The Patuxent Co., and, in 1853, helping to establish The Alberton Manufacturing Co. at Elysville, Md. The Ashland mills were burned in 1854, and The Alberton Co. failed during the panic of 1857. The latter company was reorganized as The Sagouan Manufacturing Co., but, in 1859, Mr. Gary was obliged to assume the entire ownership, in consequence of disastrous operations by the then financial man of the concern. Governed by a scrupulous sense of honor, he assumed all the debts of the concern, and, when the creditors had offered to accept fifty cents on the dollar, Mr. Gary replied, "Give me three years' time, and I will pay one hundred cents on the dollar." To such an offer only one answer was possible, and, within eighteen months, Mr. Gary had acquitted every obligation. Surely, a noble record and an inspiring example of honor and probity. In the prime of life and crowned with eminent success, this born leader of men was suddenly stricken with fatal illness, and died, March 7, 1870, respected by all who knew him. His grave may be seen in Alberton, near the busy mills which he had founded, and amid the pleasant surroundings which his genius had created. Although not identified with any church, his life was regulated by the golden rule. Two children were born to him, James A. Gary and Pamela A., now Mrs. Hart B. Holton, of Baltimore county.

James A. Gary attended school at Rockhill Institute, Ellicott City, and afterward at Allegheny college, Meadville, Pa., and in 1861 became a partner in James S. Gary & Son, in which firm he at once applied his youthful powers and cultivated mind to the work of the house. His energy was quickly made apparent. An office and warehouse had been established in Baltimore, and in 1862 a branch house was opened in St. Louis. This gave the concern a footing in the West, which has since proved highly profitable. As an illustration of the difficulties and dangers which have confronted and been surmounted by this firm, it may be said that, in 1866, the mills and property at Alberton were damaged by a freshet. The losses were quickly repaired. In 1868, they suffered from the same cause, a torrent sweeping down the valley of the Patapsco, destroying

many lives and millions of dollars' worth of property. The senior Gary narrowly escaped with his life. The waters had scarcely subsided, however, before the firm began rebuilding the mills, after first relieving the immediate necessities of the sufferers dependent upon them. Theirs was the first mill in the valley to resume operations, and additions were made so extensive in character that the capacity of the old plant was doubled. Their production has since been again largely increased.

In 1870, Mr. Gary succeeded his father as head of the firm, and he has conducted its affairs for twenty five years with marked probity, ability and success. Among the business men of Baltimore, he is universally respected. The large mills in Alberton thrive under his management and afford the means of subsistence to hundreds of human beings. Mr. Gary owns other valuable business properties in Baltimore and Howard counties, and has been repeatedly called upon to share in the management of financial and other business corporations in Baltimore. He was president for several years of The Merchants' and Manufacturers' Association, and is now vice president of The Consolidated Gas Co., and vice president of The Citizens' National Bank. He also holds directorships in The Savings Bank of Baltimore, The Warehouse Co., The American Insurance Co., The Merchants' and Manufacturers' Insurance Co. and The Baltimore Trust & Guarantee Co.

An ardent Unionist during the War, Mr. Gary has been a Republican ever since. In 1870, the Republicans nominated him for Congress in the Fifth District, which was Democratic at that time, and of course he was defeated. In 1879, the Republicans nominated him for Governor. In those days, the State was hopelessly Democratic and Mr. Gary failed of election, although he made a very active canvass. He has been a delegate to every National Convention of his party since 1872, and from 1880 has represented Maryland upon the Republican National Committee. In the councils of his party, he speaks with authority and his utterances are heard with respect. Removed by character and fortune from any suspicion of self-interest, he stands in the arena of politics a commanding figure, ever ready to throw his weighty influence on the side of justice and purity. In 1856, Mr. Gary was married to Miss Lavinia W. Corrie, daughter of James Corrie, and is the father of one son and seven daughters. His son, E. Stanley Gary, is now junior partner in the old firm.

ABRAHAM GARRISON, Pittsburgh, Pa., a native of Orange county, N. Y., born, March 4, 1804, near the Hudson river, below Newburgh, died in Allegheny, Pa., May 10, 1894. Commodore Garrison of New York was his brother. The Forest of Dean iron mine in New York State was first developed by Beverly Garrison, great grandfather of Abraham, and the latter's father, Oliver, owned a farm on the Hudson and was captain of a sloop, which traded between New York and Albany. From fourteen, Abraham assisted in navigating this vessel and became its captain.

At twenty-one, Mr. Garrison went into the grocery business in New York city, but in 1826 removed to Pittsburgh, Pa., and was given a clerkship in the office of the foundries of Kingsland, Lightner & Co., the senior partner being his mother's brother. In 1829, he entered the works of Howard Nott & Co., Albany, N. Y., and in September, 1830, became foreman of the Pittsburgh foundry, owned by Kingsland, Lightner & Cuddy. The firm made him a partner in 1836, and in 1840 sold the Pittsburgh foundry to Bollman & Garrison. It was the good fortune of Mr. Garrison to be the first American, whose untiring labors resulted in the manufacture of chilled rolls,

equal in excellence to those of foreign make. He drove foreign chilled rolls out of the market and built up a large and flourishing business. At the time of his death, he had resigned the presidencies of The Diamond National Bank, The Safe Deposit Co. and The Birmingham Bridge Co. His mind was clear and judgment unerring to the end.

Aug. 1, 1830, he married Miss Mary Clement in Albany, and was the father of Clementina, wife of John Howland Ricketson, Sarah Ellen Garrison, and Mary Catherine, wife of Walter Laurie McClintock, all of Pittsburgh. The rest died young.

JOHN TAYLOR GAUSE, Wilmington, Del., president of The Harlan & Hollingsworth Co., ship and car builders, was born Jan. 30, 1823, in Chester county, Pa. He is of English descent, with some admixture of old Dutch blood. Coming to the concern of which he is now president, a young man, he has filled almost every position in the path of advancement from the lowest to the highest. Muscular strength gave him endurance and his force of character, strong will, and clear intelligence soon won the entire confidence of his employers, and in due time he was taken into partnership. In 1867, upon the incorporation of the business, the stockholders made him vice president and, after the death of Samuel Harlan, jr., in Vienna in 1883, their president. Under his direction, the business of this concern, which includes the building of railroad cars of every description and of iron and steel steamships, has greatly expanded. The plant now covers 100 acres of ground, through which runs the Christiana river, and is supplied with scores of buildings filled with every conceivable machine and tool required in the industry, some of them of great size and power. Mr. Gause is a natural leader, and his success is due to ambition, unremitting labor and sterling Christian principle. He has always declined political honors.

JOSEPH MURPHY GAZZAM, banker, Philadelphia, Pa., has achieved success as the reward of the persevering exercise of indomitable energy coupled with strict integrity and intellectual attainments, and is to-day prominent in the legal, financial and political circles of his city. At the present time, he is intimately associated with finance and industry as president of The Philadelphia Finance Co., The Kenilworth Inn Co., and The Kenilworth Land Co. of Asheville, N. C., and The Etowa Iron Co. of Georgia; vice president of The Quaker City National Bank, The Ames-Bonner Brush Co. of Toledo, O., The Auer Light Co. of South America, The Bloomington Coal & Coke Co., The Central Coal & Coke Co., and The Dent's Run Coke Co.; and a director in The Spring Garden Insurance Co., The Delaware Co. and eight other corporations, making a total of twenty-nine companies in which he is an officer or director. He is also associated with a large number of leading political and social organizations.

Mr. Gazzam was born in Pittsburgh, Pa., Dec. 2, 1842, and educated at the Western university. He was admitted to the Allegheny county bar, Jan. 6, 1864, to the Supreme Court of Pennsylvania in November, 1867; the Circuit and District Courts of the United States in May, 1869, and to the Supreme Court of the United States, March 19, 1870. He served as a Councilman in his native city, and also represented his district in the State Senate, gaining high distinction in both positions. In 1879, he moved to Philadelphia.

His father was Dr. Edward D. Gazzam, one of the founders of the Republican party; and his paternal grandfather, William Gazzam, a noted English journalist who came to America in 1793. His mother, Elizabeth Antoinette Gazzam, was the daughter of Constantine Antoine de Beelen, a well known merchant of Pittsburgh, and

grand daughter of the Baron Frederic Eugene Francois de Beelen Bertholff, the first Austrian minister to this country—1783 to 1787.

Mr. Gazzam has been twice married. His first wife was Anna, daughter of the late John G. Reading of Philadelphia. Of this union, there is living one daughter, Antoinette Elizabeth, born March 8, 1883. Sept. 7, 1893, he married Nellie May, daughter of Benjamin and Olivia A. Andrews of New Orleans. Of this marriage, there has been issue one son, Joseph M. Gazzam, jr., born Jan. 8, 1895.

WILLIAM LEWIS GILBERT, manufacturer, Winsted, Conn., born in Litchfield, Conn., Dec. 30, 1806, son of James and Abigail Kinney Gilbert, farmers, died, June 30, 1890, near Toronto, Canada, during a business trip. Until 1828, Mr. Gilbert was either a student or a teacher in country schools and a worker on the farm. About 1829, he began the manufacture of clocks in Bristol, Conn., and spent the following sixty-one years in that industry. The business was removed to Winsted, Conn., in 1841, and about the same time incorporated as The William L. Gilbert Clock Co., of which Mr. Gilbert was president for half a century. With means and advice, he aided a great many other industries in Winsted, helped make the town a trade center, and was a partner in the banking house of Gilbert & Gay, and a director of The Hartford & Connecticut Western Railroad and The Hurlbut National Bank. He also held a few local offices and sat in the State Legislature for two terms. Mr. Gilbert married Clarinda K. Hine, of Washington, Conn., who died in 1874, and in 1876 he married Miss Anna E. Westcott of New London. No children survive them. Mr. Gilbert's life conferred great benefits upon Winsted, and he would always have been held in grateful remembrance; but, at his death, from a fortune of \$1,200,000, he left about \$1,100,000 to found institutions in the town, the legacies including \$600,000 for a school of a high order at East Winsted; \$450,000 for a Gilbert Home for Destitute and Friendless Children, at West Winsted; \$48,000 for a tunnel to improve the water supply of Winsted; \$40,000 for a school for colored girls at Gilbert, La.; and \$15,000 to churches in his native town of Northfield. All these institutions have since been put into successful operation.

CHARLES DUNCAN GILFILLAN, lawyer, St. Paul, Minn., is a distinguished member of a noted family and of Scottish descent. He was born in New Hartford, N. Y., July 4, 1831, and educated in the public schools and at Hamilton college. Left an orphan at eight years of age, his early life was spent upon a farm and his first money earning occupation was school teaching. Mr. Gilfillan went to Minnesota in 1851, and in St. Paul made a distinct success of practice of the law and later of banking and the conduct of a large stock farm. St. Paul sent him three times to the lower house of the Minnesota Legislature and three times to the Senate, and he has also been president of the St. Paul Water Board. Mr. Gilfillan became at an early day the owner of St. Paul real estate, then low priced but finely located, which is now exceedingly valuable. The remarkable growth of St. Paul as a railroad, manufacturing and commercial center and the location of the State Capitol there have made real estate a good investment. The Gilfillan block and other business buildings in the city belong to him, and in addition about ten thousand acres of farming land, and he is vice president of The First National Bank and an owner in The St. Paul Trust Co., The Bank of Redwood Falls, The C. N. Nelson Lumber Co., and other corporations. Mr. Gilfillan was married, in 1865, to Frances I. Waage, and has four children.

GEN. JOHN GILL, merchant and banker, Baltimore, Md., born in Annapolis, Aug. 15, 1841, the son of John Gill, is in the third generation of a race of grain merchants. That which brought his grandfather to America in 1783, from Yorkshire, England, was the grain shipping trade of Abernethy, Lowry & Gill of London, of which he was resident partner here. John Gill, son of the pioneer, and father of Gen. John Gill, followed the same vocation, having, however, various other local interests. The subject of this sketch attended the University of Virginia before the War, and then took up arms for the Southern Confederacy, serving as private in the army for two years and signal officer for some time afterward on the staff of Gen. Fitzhugh Lee. In 1866, he took his place as partner in Knox & Gill, grain merchants of Baltimore. A later firm, Gill & Fisher, succeeded in 1873, and, for many years, as the leading house of its class locally, and, having important connections abroad, exported breadstuffs both from Baltimore and Philadelphia upon an enormous scale. Retiring from mercantile engagements in 1888, Mr. Gill afterward took the presidency, which he yet retains, of The Mercantile Trust & Deposit Co., capital now \$1,000,000, surplus, \$700,000. Many financial trusts have been bestowed upon him, and Mr. Gill is receiver of The Cape Fear & Yardin Valley Railroad, director of The Seaboard Air Line and The Roanoke & Southern Railroad, and vice president of The Savannah Construction Co. Marriage, in 1866, with Miss Louisa Wallace, daughter of W. W. Spence, has brought him four daughters, Mrs. J. B. Hazlehurst, and the Misses Olivia, Mary Esther and Agnes W. Gill. Of fine appearance and character, he is a leader in the financial and social life of Baltimore. His clubs are the Maryland, University, and Elkridge Fox Hunting of Baltimore, and the Union and Manhattan and Southern Society of New York.

WILLIAM GILPIN, the eccentric but upright and brilliant Territorial Governor of Colorado at the beginning of the War, was a native of Pennsylvania, having been born on the historic field of the battle of the Brandywine, Oct. 4, 1822. He graduated from West Point in 1840 and served in the Seminole War, various campaigns on the plains, and in the war with Mexico. The larger part of his life was identified with the Far West, and it fell to his lot, in time, to come into possession, at a nominal purchase price, of a Spanish grant of 1,000,000 acres. Having the right by law to locate this grant on public lands yet unoccupied, he chose a million acres in the beautiful San Luis valley. Half of this kingly estate he sold in Europe for \$500,000 in gold, the residue he retained. He was appointed first Governor of Colorado by President Lincoln and was, with Benjamin F. Hall, the Chief Justice, and other officers, instrumental in saving the Territory to the Union. Denver was thereafter his home. His mind was always busy with far reaching and brilliant schemes, some of them practical, and during his later years he advocated ardently the project of a railroad to the extreme western point of Alaska, to connect with another line through Asia to the terminus of Russia's railroad on the Caspian sea, the object being to avoid the long ocean voyage to Europe. He died, Jan. 20, 1894, survived by his wife.

JOHN STRATTON GILMAN, banker, Baltimore, Md., who died Nov. 16, 1889, was a son of Gideon Gilman, and born in Hallowell, Me., March 19, 1830. Educated at Waterville academy, he began life with an older brother, Eliphalet, in the iron business at Waterville. In 1850, he came to Baltimore and entered the firm of Ballard, Chadbourne & Co., iron and steel merchants, but having married a daughter of Horace

Abbott of The Canton Rolling Mills, he was taken into partnership in the firm of Horace Abbott & Son. During the Civil War, the firm were awarded numerous heavy contracts, among them that for the armor of the famous gunboat *Monitor*. For many years, Mr. Gilman was president of The Second National Bank. The survivors of his family were his second wife, Mrs Eliza Weyl Gilman, daughter of the Rev. C. G. Weyl, and his daughters, Charlotte, widow of the late D'Arcy Paul, and Miriam, wife of Henry Alfred Todd of Columbia college, New York.

RICHARD GIRD, miner and ranchman in California, descends from two old families of England, his father's having been Royalist, his mother's Puritan. He was born on a farm on the shore of Cedar Lake in Herkimer county, N. Y., March 29, 1836. Arriving in San Francisco in 1852, he lost his health in the rough life of the gold diggings, was obliged to seek other occupation, and in 1853, began stock raising in the Russian river valley. There was a profit in this business and he devoted his savings to the purchase of wild lands at the low prices then prevailing. At the age of twenty-one, he had already gained a little capital. He went to Chili in 1858 to prospect in the mountains for copper mines, but found no unoccupied properties worth working, and then, among other Americans, found employment with Henry Meigs, the railroad builder. Spring of 1861 found him again in California. Having studied the art of assaying, he visited Arizona, in 1862, to prospect for copper mines, discovered some, and gained enough money for further ventures. In 1863, a company of volunteers to which he belonged took part in a lively campaign against the terrible Apaches; and when Arizona was organized as a Territory, Mr. Gird accepted the duty of making a map of the region and produced a chart admirably accurate and complete. After further prospecting in Arizona, he removed to San Francisco and engaged in the manufacture of pumps and hydraulic machinery with his brother, but in 1871 again visited Arizona, determined to find copper. Success now awaited him. For a time, he was assayer for the McCracken mine, and finally, in 1878, took an interest in a new found mine in the Tombstone district, guided by samples of ore which had been shown him, which afterward produced large quantities of gold and silver also. The Great Contention, Goodenough, Great Central and Tough Nut mines were developed in that district. Having sold his mining shares for \$800,000, Mr. Gird settled down upon the Chino ranch of 36,000 acres, which he bought in 1881 and to which he has since added to until he is the possessor of about 50,000 acres of land. He is a dairyman and large grower of raisins, olives and other fruits and of sugar beets. His life is an example of what may be gained by perseverance, the handmaid of opportunity.

LUCIUS GLEASON, banker, Liverpool, N. Y., a town not far from Syracuse, was a son of Ara Gleason, and was born in Liverpool, Dec. 8, 1819. He died Jan. 3, 1893. He wanted to be a civil engineer and studied for it, but circumstances were against him, and during his last three years at school, he was forced to earn pocket money by boating on the canal. When eighteen years of age, he entered a country store in Liverpool as clerk at a salary of \$200 a year and board, and in five years had saved enough to buy the store of Aiken & Sons. From 1842 to 1857, he manufactured and operated in salt at Syracuse in a small way, but, in 1857, joined a new company then formed, of which he was the leading spirit, and engaged in a more extensive trade. The venture not being wholly successful, there was a reorganization in 1860. For ten years, Mr. Gleason was leader in the enterprise, and, in spite of sharp competition from the newly

discovered salt regions in the West, made the salt works in Syracuse pay handsomely. From 1867 to 1871, the profits were especially large. To Mr. Gleason's energy and tact as travelling agent of the company, this success was largely due. He had the circumspection to leave the business before it began to decline. In 1863, he engaged with P. J. Haskins in coal mining near Blossburg, Pa., and helped organize The Third National Bank of Syracuse, as one of its charter directors. The bank elected him president in 1871, and this office he held, with the exception of one year, until his death. Mr. Gleason was also president of The Porter Manufacturing Co. and a large stockholder in the El Oro gold mines in Mexico, besides owning real estate on Fifth avenue, New York city. Two brothers and three sisters survived him.

DARIUS GOFF, manufacturer, Pawtucket, R. I., who died there April 14, 1891, belonged to a family which has operated textile mills since Richard Goff, the father of Darius, started one in 1790. The subject of this memoir was born in Rehoboth, Mass., May 10, 1809, and was trained in his father's fulling and cloth dressing factory. When the shop closed its doors in 1821, because machinery had superseded hand processes, the young man found work in a woolen mill in Fall River and a year later in a grocery store there. In 1836, with his brother, Nelson, he bought the small Union cotton mill in Rehoboth, and began the manufacture of cotton batting and glazed and colored wadding. Mr. Goff also dealt largely in cotton waste and took all the refuse material of the Lonsdale mills for fifty-five years, dealing also in waste paper stock. In 1847, Mr. Goff settled in Pawtucket and with a partner started The Union Wadding Co., whose factory was burned down in 1857 but promptly rebuilt on a larger scale. In 1859, Mr. Goff became sole owner of the mill, but, with new partners, went on to develop the paper stock and wadding business, and during the Civil War made large profits. The Union Wadding Co. incorporated in 1880, Darius Goff, president; his son, Lyman B. Goff, treasurer. The works now cover four acres of ground and operate branch factories in Augusta, Ga., and Montreal, Canada. In 1861, Mr. Goff began the manufacture of worsted braid, with Darius L. Goff, his son, as a partner, under the name of D. Goff & Son. The tariff of 1867 saved this venture from failure. Lyman B. Goff became a partner in 1872. The sale of braid in rolls originated with this concern in 1877. About 1882, Mr. Goff also undertook the making of mohair plushes and made this industry also a success. He was at different times a director of The Franklin Savings Bank, The First National Bank, The Pawtucket Street Railroad, The Pawtucket Hair Cloth Co., The Pawtucket Gas. Co. and The Royal Weaving Co. His energy and sound management helped break the foreign monopoly of the American market, and he is remembered as an indefatigable, honest, progressive man. He was once State Senator and always a Republican and a Congregationalist. Mr. Goff was twice married; first in 1839 to Sarah, and after her death to her sister, Harriet, daughters of Israel Lee, of Dighton, Mass. His first child died, but three survive, children of Harriet, Darius L. and Lyman B. Goff, who have succeeded their father in business, and Mrs. Thomas S. Steele, of Hartford, Conn.

CHARLES GOODALL, shipping merchant, San Francisco, Cal., sprang from a farm in Draycott, Somersetshire, England, having been born there, Dec. 20, 1824. Landing in New York city in 1840, he became a seafaring man and was tossed about on the ocean until the tidings of gold in California sent a thrill through the whole world. Settling in San Francisco in the early days, and devoting himself to a shipping and

commission business, he has steadily pursued this calling until the present time, and with the success which attends pertinacity, a clear head and tact. His firm are known as Goodall, Perkins & Co. Three years as Harbor Master helped him to some extent, and some service in the Legislature was of benefit to his constituents. His partners and he formerly had an interest in The Pacific Coast Steamship Co., whose vessels were under their management, but they ultimately sold their interest to a company in New York for \$1,000,000 in cash. The firm continued to act as agents of the line. Mr. Goodall is part owner of The Pacific Steam Whaling Co., operating several steamers and sailing craft in the North Pacific, two salmon canneries in Alaska and The Arctic Oil Works, and his firm now own The Oregon Coal & Navigation Co. and are working the Coos Bay mines. Mr. Goodall was married, Feb. 20, 1856, to Serena Thayer of Skaneateles, N. Y., and has five children, three of them sons. Mrs. Goodall died in 1892.

FRANK HENRY GOODYEAR, financier, Buffalo, N. Y., has achieved a worthy success in life, without hair breadth escapes or great excitements, and is an example of what can be done to secure happiness and the cherished prizes of life by sterling quality, concentration and alertness to opportunity. The son of Dr. Bradley Goodyear, and of Scottish and English descent, he was born in Groton, N. Y., March 17, 1849. Taught by private tutors and in East Aurora academy, he went into the little country store of Robert Looney, in the hamlet of Looneyville, N. Y., kept school for one term, and, at the age of twenty-three, settled in Buffalo in the coal and lumber trade. Not content with selling lumber merely, he has since built no less than eleven saw mills in woodland regions of Pennsylvania and manufactured boards on a large scale. Through other methods, his coal trade has also grown to large proportions. He is a good merchant and all round useful citizen, although never in public office, except when appointed by President Cleveland, in 1886, Commissioner to examine Government lands on the line of The Northern Pacific. By investment in shares of The Buffalo & Susquehanna Railroad and his force as a manager, he has become chairman and principal owner of that enterprise. The Sinnemahoning Railroad, built entirely with his own capital, is now merged in the foregoing company. Mr. Goodyear is a director of The United States Leather Co., head of the Buffalo firm of F. H. Goodyear & Co., and a member of the Manhattan and Lawyers' clubs of New York city and the Buffalo, Country, and Falconwood clubs of Buffalo. Sept. 13, 1872, he married Miss Josephine Looney, of Looneyville, N. Y., and is the father of Mrs. Grace Depew, and Josephine, Florence, and Frank Henry Goodyear.

WILLIAM C. GOUDY, LL.D., a brilliant member of the bar in Chicago, Ill., was the son of a versatile carpenter of Jacksonville, Ill., who ran a Democratic newspaper and printed for several years "Goudy's Farmers' Almanac." The mother of Mr. Goudy was of English descent. Born in Indiana on May 15, 1824, and a graduate of Illinois college in Jacksonville in 1845, Mr. Goudy earned the means to study law by teaching school in Decatur and ended his probation in the office of Judge Stephen T. Logan, long a partner of Abraham Lincoln. Admitted to the bar in 1847, he practiced the profession in Lewistown for several years, and meanwhile, in 1849, married Miss Helen, sister of S. Corning Judd. As a Democrat, he became in 1853, State's Attorney, but resigned two years later and in 1856 was sent to the State Senate. But the spirit craved a larger sphere and Nature had endowed the man with ability to fill one, and in 1859, he opened an office in Chicago and for thirty-four years made unhalting progress.



W^m & Grant

With reference to titles to real estate and corporation law, the business world gave Mr. Goudy the rank of a great authority and many important cases were entrusted to him. From January, 1886, until death overtook him, April 27, 1893, The Chicago & Northwestern Railroad employed Mr. Goudy as General Counsel. Through a large income and investment in real estate in Chicago and Topeka mainly and in railroads, he amassed a fortune. Party friends spoke of him at one time as a successor to Mr. Douglas in the United States Senate, and he was a Commissioner of Lincoln Park from the start until death. Illinois college made him a Doctor of Laws. Mrs. Goudy survived her husband with two children, William Judd Goudy and Clara, wife of Ira I. Geer.

JAMES BENTON GRANT, smelter, Denver, Colo., the first Democrat who ever became Governor of Colorado by election, was born in Russell county, Ala., Jan. 2, 1848, son of Thomas McDonough Grant, planter. He joined the Confederate army at sixteen and saw no little hardship all through youth, but managed, after removal to Iowa, in 1871, to get an education in the Iowa Agricultural college and Cornell university, and later in the School of Mines, Freiburg, Germany. The boom in mining in Colorado, in 1876, heralded his appearance in Denver. Meeting with success in the Clarissa mines in Gilpin county, which he bought and operated, he built the first large smelting works at Leadville, in 1878, under the name of J. B. Grant & Co., and when the fire in that mining camp destroyed the works, he constructed in Denver, in 1882, a finer plant than the original one, consolidating his business with another company, under the name of The Omaha & Grant Smelting Co. Mr. Grant was instrumental in securing special rates of transportation to Denver, which enabled the miners to ship low grade ores as well as the best paying rock. In 1882, he was nominated for Governor and was elected by an overwhelming majority. His record in office was above reproach, and it is beyond question that his excellent discharge of official duties aided materially in the election of another Democratic Governor, two years later. This was his only excursion into politics. His business is smelting, and the allurements of station never again drew him away from practical pursuits. The Omaha & Grant Smelting & Refining Co., of which he is vice president, continues to transact a large business, in spite of depression in the silver industry. Mr. Grant is vice president of The Denver National Bank. Jan. 19, 1881, he married Mary, daughter of R. E. Goodell.

WILLIAM DANIEL GRANT, the largest owner of Atlanta real estate and one of the wealthiest men of Georgia, was born in Athens, Ga., Aug. 16, 1837, the descendant of a Grant ancestor, who came to America from Scotland. His family have been noted for generations in this country for business ability and exalted character.

Daniel Grant of Virginia, born 1724, the great great grandfather of the subject of this sketch, built the first Methodist church in Georgia, and it was called "Grant's Meeting House." He emancipated his slaves by will, in 1793. His son, Thomas, was appointed, April 16, 1776, Ensign in the Sixth Regiment, N. C., Continental Line, and through him, as well as from his maternal great grandfather, Gov. James Jackson of Georgia, William Daniel Grant derives his eligibility to membership in the Sons of the Revolution, and is a member of both the New York and Georgia State Societies of that order.

Daniel Grant, son of Thomas, moved to Athens, Ga., where he educated his son, John Thomas Grant, at the State university. John Thomas Grant became a railroad builder and accumulated a fortune, which he lost by the War between the States.

After the War, his son, William Daniel Grant, the subject of this sketch, who had been educated at the University of Georgia, and who had been a captain in the Confederate Army, became his father's trusted co-laborer in railroad building. John Thomas Grant retired from business in 1875, with an independent fortune, and died Jan. 18, 1887.

After his father's retirement, William Daniel Grant continued actively engaged in building railroads and other public works, and became one of the best known men in the South. In the meantime, he was a large and successful planter. His fortune was made by energy, a judicious economy and attention to detail in the management of his business and by investments in Atlanta real estate.

While not a member of the church, Mr. Grant is a man of unusual purity of character, a faithful and indulgent husband and a kind and loving parent. He was married June 13, 1866, to Miss Sarah Frances Reid, and has two children, a son, John William, and a daughter, Sarah Frances.

Mr. Grant now devotes his attention to the improvement and management of his property and the companionship of his family and friends. He has a voluminous and well selected library and spends much of his time with his favorite authors. He was elected one of the vice presidents of the Cotton States and International Exposition to be held at Atlanta, Ga., 1895.

WILLIAM HENRY GRATWICK, lumberman, Buffalo, N. Y., born in Albany, N. Y., Jan. 25, 1840, is a son of William Edward Gratwick, merchant. In Albany, he went to public school and academy and then found employment with the lumber firm of Folsom & Arnold. The firm greatly respected their energetic young assistant and gave him an excellent training. In 1862, he engaged in lumber manufacturing on his own account. The firm of Gratwick, Smith & Fryer of Buffalo, organized in 1870, are now the owners of large tracts of pine and other timber in Michigan, Minnesota and Louisiana, and of saw mills at Oscoda, Mich., and Alexandria, La. A large part of their timber comes through the lakes to Tonawanda, N. Y., one of the largest lumber markets in the world, and is thence shipped East. The firm have always owned all the facilities required in a lumber business, from the standing timber in the woods, saw and planing mills, logging railroads, and steamers and barges on the lakes, to the lumber yards in Tonawanda and Albany, and by thus reducing expenses to a minimum have made corresponding profits. Mr. Gratwick is connected with The Tonawanda and The Mitchell Transportation Co's, The New York Lumber Co. of Louisiana, and The Bank of Commerce and The Merchants' Bank of Buffalo, being a director in the latter two, and is managing owner of twelve steamers and three other vessels on the lakes. Trade and finance do not wholly absorb his attention, and he is a curator of the Fine Arts Academy.

RICHARD C. GRAY, steamboat owner, a native of Allegheny City, Pa., died in the Fifth Avenue Hotel, New York city, May 28, 1888, at the age of sixty-six. Growing up in a city, in which boating and the shipment of goods to the West were then the leading interests, Mr. Gray took modest employments until twenty-two years of age, and then became a clerk on a Cincinnati packet. The packet finally became his own by purchase, the previous owner at first taking his notes without an endorser. Captain Gray, as he was called thereafter, was successful in the river trades, and in 1856 he established the Northern line of steamboats between St. Louis and St. Paul, Minn. *The Rover*, built in 1860, was the pioneer boat of Gray's Iron Line, and carried from

Pittsburgh nearly all the iron used in The Union Pacific Railway. This line enjoyed a high reputation among river men and merchants in the West, and was long a source of much profit to Captain Gray. After he had ceased to navigate the rivers in person, Captain Gray settled in Pittsburgh and was drawn into many local enterprises. He was president of The People's National Bank, one of the founders and at one time president of The Boatman's Insurance Company, a partner in Park Bro's & Co., steel makers, and prominent in other lines. James Park, jr., a kinsman, and Captain Gray always lived at the Park House. Captain Gray gave \$120,000 to public objects by will, but these legacies failed, not having been made thirty days before death.

CALEB SMITH GREEN, Trenton, N. J., a brother of John C. Green of New York, was born in Lawrenceville, N. J., Feb. 18, 1819, son of a farmer of the same name as his own. The scion of an energetic family, he had scarcely entered upon a career in the law after leaving Princeton college, in 1843, before it was seen that he, too, would make his mark. Mr. Green gained a large and profitable practice and had the distinction in addition of being elected, in 1873, a Judge of the Court of Errors and Appeals, serving for eleven years. He was a judicious investor, and, by careful management, amassed a fortune, which it was his chief pleasure to use in charitable and religious work. Having been made a director in The Trenton Banking Co., and, in 1854, president of The Trenton Saving Fund Society, he retained those positions until his death. Among other trusts, he held that of manager of the New Jersey Asylum for the Insane and trustee of Princeton Theological seminary, Princeton college, and the Lawrenceville school, founded by the residuary legatees of John C. Green. He died Feb. 19, 1891, survived by his wife, Eleanor G., a daughter of Charles Ewing, Chief Justice of New Jersey, and Elmer Ewing Green, their only child.

HENEAGE MACKENZIE GRIFFIN, gold miner, Manitou Springs, Colo., born in London, England, June 1, 1848, is a son of Alfred Griffin, Esq., of Brand Hall in Shropshire and Pell Wall Hall in Staffordshire, by Elizabeth Sarah, only daughter of Commander Sandey of the Royal Navy. Mr. Griffin was educated at Christ Church, University of Oxford, and, after passing two years in European travel, began the more serious work of his life in the Summer of 1872, being then twenty-four years of age, by entering the banking house of Jay Cooke & Co., in New York, where, for some time, he had the advantage of studying finance and its practical application under some of the largest and keenest operators of the time. When the panic of 1873 occurred, Mr. Griffin made an extended tour of Canada and many parts of the United States, finally selecting Colorado as the scene of his future operations. There, he became interested in sheep raising, real estate and mines of gold, silver and lead, from profitable operations in which he has amassed a fortune and is now justly enrolled among America's successful men. Mr. Griffin is, perhaps, one of the largest individual owners of mining claims in Colorado, holding personally between fifty and sixty patents. One of these, the "Seven Thirty," in Clear Creek county, is among the best known in the State. Not a month has passed during the seventeen years in which this mine has been worked without regular shipments of gold, silver and lead. The main shaft of the mine is 1,000 feet deep, while the galleries are five miles in length. Mr. Griffin is president of several important mining corporations, a life member of The American Institute of Mining Engineers and a member of the Colorado Scientific Society, the Denver club of Denver and the Conservative club of London.

JOHN GREGG, merchant, Baltimore, Md., a man of ability and character, born upon his grandfather's estate of Goldanagh in Donegal, Ireland, in December, 1807, died in Baltimore, Feb. 11, 1890. His grandfather, Robin MacGregor, who fought in the battle of Culloden, was banished from Scotland and thereupon made his home in Ireland. Political persecution followed this family and John Gregg, the oldest uncle of the subject of this sketch, was compelled to fly from Ireland to America in 1797. The family estate then falling to the lot of the second brother, Robert, the younger three brothers followed John to America in 1815. The subject of this sketch was the son of Thomas Gregg. After an education at St Mary's college in Baltimore, John Gregg entered the store of Andrew Gregg & Co., grocers and produce merchants, established in 1817 and conducted by his uncle and father. Assiduous and honest, he became the partner of his father and uncle in time and succeeded them in business, with the entire good will of the community. With his brother, James, he carried on an extensive trade under the old firm name until 1867, when he retired to devote his attention to a few large properties. He was a director in The Baltimore & Ohio Railroad, The Consolidated Coal Co., The White Lead Co., The Western Bank, The Eutaw Savings Bank, and other corporations. Mr. Gregg was a man of remarkable integrity and bore so high a reputation for honor, that when he acted as executor of the estate of James Brown, the judges of the Orphans' Court refused to ask him for bonds, the only instance of the kind which had ever occurred in Maryland. Mr. Gregg was married July 3, 1853, in Baltimore, to Margaret Lavens and became the father of Mary Elizabeth, now deceased; Annie Gregg, now deceased, wife of John Marshall Thomas; and Margaret, wife of Clapham Pennington. Mr. Gregg gave largely to charity and aided many worthy individuals with his means.

COL. CHAUNCEY WRIGHT GRIGGS, lumberman, Tacoma, Wash., born in Tolland, Conn., Dec. 31, 1832, is a son of Chauncey and Heartie Dimock Griggs. The father was a farmer, judge of probate and member of the Legislature; and both branches of the family, after their arrival from England over two hundred years ago, took part in the American Revolution and the War of 1812, and in religion, law and politics. After leaving the Monson academy, Mr. Griggs taught school and served as clerk in a general store in Ohio, a bank in Detroit, and in other stores in Ohio, Iowa and Detroit, and, in 1856, took charge of a general store in St. Paul, Minn. He remained in Minnesota for thirty years, prosperously engaged in business, except while at the front during the Civil War, where he won the rank of Colonel. Six years, 1863-69, were spent in Chaska, Carver county. Mr. Griggs was variously a general merchant, railroad contractor, president of large grocery, coal and lumber companies and banker. In 1887, he removed to Tacoma and took charge, as president, of The St. Paul & Tacoma Lumber Co., capital \$1,500,000, having a saw mill at Everett in Snohomish county, adjoining a large tract of fir timber belonging to them. They now own about 80,000 acres of fir timber, bought mainly from The Northern Pacific Railroad. Colonel Griggs is at the head or a director of other large companies in Tacoma, while retaining large interests in St. Paul, his principal concerns being the lumber company, The Pacific Meat Co., The Metropolitan Savings Bank & Trust Co. of Tacoma, and Griggs, Cooper & Co. of St. Paul. He is a Democrat in politics and has been seven times an Alderman in St. Paul and the head of the reform movement there in 1872-80. Twice a member of the Legislature and State Senator for three terms,

he became in Washington, in 1889 and 1893, his party's candidate for United States Senator. In 1892, he was chairman of the Democratic National Convention. He is a Congregationalist and a large contributor to church work. April 14, 1859, he married Martha Ann Gallup, of Revolution ancestry. Their children are Chauncey W. and H. S. Griggs, Mrs. Heartie Wagner, Everett G., T. W. and Anna B. Griggs.

CLEMENT ACTON GRISCOM, president of The International Navigation Co. and a leading merchant of Philadelphia, was born in that city, March 15, 1841. His ancestors were conspicuously identified with the development and interests of Philadelphia from the foundation of the town in 1682. Andrew Griscom, founder of the family in America, came from England in 1680. A friend and associate of William Penn, he assisted the latter in founding the colony, and became a member of the first Grand Jury of the province, the same over which William Penn presided and of which another ancestor, Samuel Carpenter, also was a member. On the maternal side, Mr. Griscom is descended from Thomas Lloyd, Deputy Governor and President of the Council of the province, 1684-93. His father, Dr. John D. Griscom, was a physician of prominence in Philadelphia, and his mother, born Margaret Acton, is a daughter of the late Clement Acton of Salem, N. J.

Clement was educated in the public and private schools of Philadelphia and closed his course at a Friends' academy at the age of sixteen. His first business engagement determined his vocation for life. It was in 1857 that he became a clerk in the old established house of Peter Wright & Sons, shipping merchants of that city. Possessing marked ability, strong, sturdy, and conscientiously discharging every duty which fell to his lot, the young man made rapid progress in the confidence and esteem of his employers. In 1863, they admitted him to membership in the firm, where his position soon became one of weight and responsibility. Although young, he proved equal to every demand made upon him, and gradually assumed almost entire control of the shipping and steamship enterprises, which constituted so large a proportion of the business of the house. This particular sphere proved to him the most congenial field of operation.

To qualify himself as completely as possible for duties in connection with this department, he constantly studied marine architecture as applied to the commercial navy, and, as results show, has attained a widely conceded knowledge of the subject. Incessant labor and research in this field, fascinating to him both as a merchant and a scientific man, enabled him to keep the steamship interests of the house fully abreast with the times and sometimes in advance of them. Since 1873, he has been largely the controlling influence in the old firm, so far as steam vessels are concerned. This is largely due to his faculty of quickly grasping details, his remarkable power in concentrating both mind and efforts on the task in hand, and the readiness with which he disposes of business, however weighty or intricate. His associates say that he can "get through in a day what it would take many men a week to accomplish."

Mr. Griscom was one of the first to realize that the day of the sailing ship was passing by, so far as the most important ocean trades were concerned, and that not only his own firm but the city of his birth must adopt steam transportation, if they would maintain their prestige. In this direction, large investments were made. It may be said also that Mr. Griscom has been inspired with practical patriotism in a desire to contribute to some extent to the restoration of the American flag to its ancient place in the foreign trade of the country.



Clement A. Griscom

May 10, 1871, The International Navigation Co. was organized in Philadelphia by the old firm of Peter Wright & Sons. Mr. Griscom was one of its founders and from the start its vice president. After the retirement of James A. Wright in 1888, Mr. Griscom became president of the company, and has continued to control its operations in that responsible position down to the present moment. The four excellent steamers of the old American line, the *Indiana*, *Illinois*, *Ohio* and *Pennsylvania*, were purchased and the company began operations.

Under the management of Mr. Griscom, the company has steadily grown in wealth and importance from its moderate beginning in 1871 until, at present, it controls and operates more tonnage in the transatlantic trade than any steamship company in the world, and is yet adding to its facilities. It owns nearly all the capital stock of the Belgian corporation known as the "Red Star Line," which operates ten large steamers in the trade to Antwerp. In 1886, Mr. Griscom bought for his company the old Inman line, then running to Liverpool.

Years ago, Mr. Griscom reached the conviction that steamship travel could be largely increased if passengers could be assured that they would be carried in unsinkable steamships at a high rate of speed and provided with more liberal arrangements of cabins and deck houses. It was not until The International Navigation Co. bought the Inman line, however, that he had an opportunity of demonstrating the utility of the radical views he held, as the result of a life long experience and study of the steamship question. When his opportunity came, he was not slow to seize it. Shortly after the above named purchase, Mr. Griscom contracted for the steamships *New York* and *Paris*, which were designed to embody his ideas and fulfil his ambition of giving to the travelling public an absolutely unsinkable steamship, with twin screws, larger and faster than anything ever before constructed. The remarkable success of these two steamships compelled the admiration of Mr. Griscom's competitors, and he has been complimented with the sincerest form of flattery. Not one important ocean steamship has been built since the construction of the *New York* and *Paris*, without imitating the prominent and novel features of these ships. As the head and directing power of The International Navigation Co., Mr. Griscom had full charge of designing and constructing these marvellously perfect vessels, and in them feels that he has achieved his grand ideal of an unsinkable steamship, combining the requirements of the greatest speed and comfort. Perhaps the culmination of his ambition was reached when in the late Winter of 1893, he was enabled, through special Congressional legislation, to call the boats, which were his particular pride, "American," and see them sail for the first time under the Stars and Stripes.

Although the work he performed in originating and developing these steamship enterprises has been colossal in its extent and importance, his business activity is by no means confined to this one direction. He has, for years, been a director of The Pennsylvania Railroad Co., the greatest railroad corporation in the world, and holds the same office in The Bank of North America, the oldest bank in the United States, The Fidelity Trust & Safe Deposit Co., and The Western Savings Fund Society, these being among the most prominent financial institutions in Philadelphia. He is also a member of the directorate of The Insurance Company of North America, and was one of the organizers of The National Transit Co., and its president for many years. For a long time connected with public affairs in Philadelphia, he served as a trustee of the City

Ice Boats, and, during several years was president of the Board. In the International Maritime Conference for revising the Rules of the Road at Sea, which met at Washington during the Winter, 1889-90, and to which twenty-eight nations sent distinguished men, he sat as a delegate. It was considered the most representative body ever assembled. Mr. Griscom has also been honored by the British Society of Naval Architects, having been elected an honorary associate member, a distinction, thus far, conferred upon only three others, the Grand Duke Constantine of Russia; Lord Kelvin of England, and Dupuy De Lome of France. He was also elected first president of The United States Society of Naval Architects and Marine Engineers, and was re-elected at their last annual meeting.

His well-appointed country-seat, "Dolobran," near Haverford college, on The Pennsylvania Railroad, where he devotes himself to stock raising and other agricultural pursuits, affords him during a portion of each year much needed rest from his extensive and burdensome business cares, which, while engaged in them, he pursues with a degree of energy, constancy and enthusiasm rarely equalled. Yet young in years and endowed with a magnificent physique, he is at all times a notable figure in business and social life. Like most men of large affairs, he has to a degree that mysterious quality known as personal magnetism, which has had much to do with gaining him warm friends and making the execution of his many enterprises possible.

He is a member of the Philadelphia, Rittenhouse, Union League and Farmers' clubs of Philadelphia; the Metropolitan, Union and the New York Yacht clubs of New York; the Chicago club of Chicago, the Metropolitan of Washington, and the St. James club of London. By his marriage with Frances Canby Biddle, of Philadelphia, daughter of William C. and Rachel M. Biddle, he has five children, Helen Biddle, Clement Acton, jr., Rodman Ellison, Lloyd Carpenter and Frances Canby Griscom.

JOHN AUGUSTUS GRISWOLD, iron manufacturer, Troy, N. Y., who died, Oct. 31, 1872, at his home, was born in Nassau, Rensselaer county, N. Y., Nov. 11, 1818, son of Chester Griswold, a prominent man. Mr. Griswold had in his veins the blood of ancestors who fought for Independence. At the age of seventeen, he entered the hardware house of Hart, Leslie & Warren, in Troy, and a year later, the employment of C. H. & I. J. Merritt, cotton manufacturers, remaining with them some time, living, meanwhile, with the family of his uncle, Gen. John E. Wool. Soon afterward, he engaged in business for himself, taking an interest in the manufacture of iron and making the industry a great success; so much so that, in middle life, the competition between him and other makers brought about a consolidation of interests in The Albany & Rensselaer Iron & Steel Co., which took place March 1, 1875. Mr. Griswold owned the right to manufacture steel in this country under the Bessemer patents, and had an ownership in iron mines in the Lake Champlain region and in many local companies. In politics a Union Democrat, he had served as Mayor of Troy as a partisan, but, in 1862, went to Congress as a patriot, and was re-elected, in 1864, by the largest majority ever given in the district. In 1868, he was undoubtedly elected Governor of New York by the Republican-Union party, receiving 411,355 votes, the highest number ever cast for Governor in the State up to that date, but was deliberately wronged out of the office by glaring Democratic frauds. Sept. 14, 1843, he married Elizabeth, daughter of Richard P. Hart, of Troy, and was the father of three sons and three daughters.



S. E. Gross

SAMUEL EBERLY GROSS, of Chicago, Ill., is a real estate operator and financier, the results of whose marvellous transactions are visible on every hand in Chicago, each one of thousands of homes in that city and suburbs standing as a monument of his enterprise, liberality and public spirit.

The family of Gross had a place in American history as far back as 1719. They are directly descended from Seigneur Jean de Gros, the head of a noble Huguenot family, prominent in Dijon, France, who died in 1456. Jean, oldest son of the Seigneur, was secretary to the Duc de Burgogne, and Jacob, a descendant in the fifth generation from Jean, removed from France during the persecution of the Huguenots to the Palatinate in Germany and later to Mannheim on the Rhine. Joseph Gross, great grandson of Jacob, went with the Mennonites, in 1719, from the Palatinate to America, living for a while on the banks of the Hudson and afterward in Montgomery county, Pa., where he is recorded, in 1726, as a property holder. John Gross, grandson of Joseph and great grandfather of Samuel E. Gross, was an officer in the American Revolution, his commission as Captain, signed by John Hancock as Governor of Pennsylvania and dated Nov. 25, 1776, being yet extant. After the Independence, the young veteran located in Dauphin county, Pa., and there became a land and mill owner with extensive interests. He married Miss Rachel Sahler, whose ancestors, Matthew Blanshan, Louis Dubois and Christian Deyo, Huguenots of France, removed to the Palatinate of Germany during the years of persecution, like Jacob de Gros, and thence emigrated to the new world. Matthew Blanshan and his family were the first of the refugees to try their fate in America, sailing from the Palatinate, April 27, 1660.

John C., the father of Samuel E. Gross, married Elizabeth Eberly, whose family, of German origin, has been influential in Pennsylvania since settlement there in 1725. Their son was born on the old Mansion Farm upon the Susquehanna, in Dauphin county, Pa., Nov. 11, 1843, and was brought to Illinois by his parents in 1846. The family resided for a time in Bureau county and then located in Carroll county. In the district schools and at Mount Carroll seminary, the boy received his early education. He was less than eighteen years old when the Civil War began. In face of the opposition of his parents, he determined to risk his life in defense of the Union, and enlisted in the 41st Ill. Inf., and went with the regiment on the campaign in Missouri. It was not long, however, before his parents brought enough influence to bear upon his case to result in his being mustered out of the service on account of his youth, he being under the age for enlistment. Samuel then became a student in Whitehall academy, in Cumberland county, Pa., until June, 1863, when the Confederates invaded his native State. His patriotic spirit then re-asserted itself and on the 29th of that month he was commissioned First Lieutenant of Co. D, 20th Pa. Cav., one of the youngest officers of that rank in the army. The battle of Gettysburg was fought and Lee was pursued back into Virginia, making a retreat memorable from many spirited contests. Feb. 17, 1864, Lieutenant Gross was promoted for meritorious service in battle to the captaincy of Co. K of the same regiment. He participated in the battles of Piedmont, Lynchburg, Ashby's Gap, and Winchester and in other engagements, and was mustered out at Cloud's Hill, Va., July 13, 1865, at the close of the War.

He was then twenty-one, and it will be admitted that, for one of his years, he had had much and varied experience. It must be remembered, too, that the War was a great developer of boys into men. Mr. Gross had been for some time considering what

would be the best field for business enterprise, and after carefully canvassing the advantages offered by various leading cities, he finally decided to go to Chicago. There he arrived in September, 1865, and took up the study of law, meanwhile investing some means in desirable lots, and thus entered upon a wonderful career as a real estate operator. After pursuing a course of study at the Union College of Law, he was admitted to the bar in 1866, and entered upon the practice of his profession. In 1867, he began to build upon his lots and to dispose of them. The investment proved so profitable that he gradually engaged in real estate operations, to the exclusion of all other interests. In the Winter of 1868-69, he interested himself in the establishment of the park and boulevard system of Chicago, and was influential in pushing it to completion. During the great Chicago fire of 1871, Mr. Gross secured as many of his valuable books and papers as he could, and throwing himself into a rowboat, pulled out from shore and stowed the documents temporarily in a tug. After the subsidence of the conflagration, he sought out the site of his former office, and, establishing himself as best he could among the smoking débris, resumed business with a spirit and energy which marked him as one of the coolest headed men of that time of ruin and of excitement.

During the business depression of 1873-79, he devoted himself to literary pursuits and the study of politics and scientific questions, meanwhile designing some valuable mathematical instruments and patenting several inventions relating to street paving and to maps.

When a revival of business finally came, Mr. Gross determined upon the operations which have since made him famous as probably the greatest subdivider of real estate in the United States. Among his many successful transactions may be noted the following: In 1880, he located "The New City," to the southwest. In 1882, he began on Chicago's northern boundary and laid out what eventuated in the flourishing village of Gross Park, changing this locality in one decade from a vegetable garden to a suburb of 5,000 inhabitants. In 1883, he entered upon the building of homes for people of moderate means, accepting a small cash payment and permitting the purchaser to pay the balance in small installments. His system and business methods met with such great favor, that Mr. Gross built and sold three hundred houses the first year. As an indication of how the business increased, it may be said that during the next few years he built and sold many thousands. His plan is to build up districts theretofore unimproved, which, if left to individual building, would remain undeveloped, and in this way he has established a number of villages which are now incorporated in the solidly built-up portions of the city itself. He purchases the land, lays out streets and parks, and makes useful and ornamental improvements, erects railway stations and public buildings, as well as houses substantial and attractive, sells lots at a moderate price to people who will build, and, when necessary, advances them money with which to meet the expense of building. Notwithstanding that his transactions reach far into the millions and involve thousands of individuals of almost every condition, it is claimed that his policy has been so lenient that he has never in any case foreclosed a mortgage or otherwise distressed a client.

In 1886, Mr. Gross founded the town of Brookdale on The Illinois Central Railway and opened Under-the-Linden, northwest of the city, one of the largest suburban ventures ever undertaken. In 1887, he platted the villages of Calumet Heights and Dauphin Park, improved a forty acre subdivision at Ashland avenue and Forty-seventh

street, improved a large district near Humboldt Park, and erected more than three hundred houses near Archer avenue and Thirty-ninth street. In 1889, Grossdale, one of his most successful ventures, was located on The Chicago, Burlington & Quincy Railroad, a mile west of Riverside, where a prairie farm of five hundred acres has been transformed into a beautiful city, with churches, a theatre and other public buildings and fine residences.

Among Mr. Gross's later operations has been that on the line of The Chicago, Burlington & Quincy Railroad, which has resulted in Hollywood, a beautiful place of homes, lying between the two branches of the Desplaines river, bounded immediately upon the east by the suburban town of Riverside and upon the west by the extensive improvements of Grossdale, above mentioned. In the Autumn of 1893, Mr. Gross visited and purchased the present site of Hollywood, and, one year later, it was covered by a beautiful city. Depots, houses, stores, hotels and public buildings had been erected, boulevards created and brilliantly lighted, and parks set blooming with thousands of flowering plants.

Argyle Park, Madison street, Southwest, Highview, Monroe street and other subdivisions, and Northwest, Oak Park, and other additions speak eloquently of Mr. Gross's enterprise and liberality to home seekers. Many years of experience have enabled him to select property, which, under his system, will meet with rapid settlement. He chooses localities along important thoroughfares leading to the centre of the city, and which are being or may be rapidly improved. In deciding upon sites for town building, he makes a special feature of transportation facilities to and from the business and working centres of Chicago. Mr. Gross is now the owner of over one hundred tracts and subdivisions in and around Chicago containing some 30,000 lots, and his fortune is estimated at from four to five million dollars.

Notwithstanding that he is known as a multi-millionaire, Mr. Gross's dealings have been of so liberal and considerate a character that he is regarded as the people's friend, as was shown in 1889, when the United Workingmen's Societies of Chicago nominated him for the Mayoralty, an honor which the exacting demands of his private business compelled him to decline. His social popularity is indicated by his membership in the Chicago, Union, Athletic, Twentieth Century, Iroquois, Marquette and Washington Park clubs. He keeps fresh the experience of his boyish soldier life by membership in the Chicago Union Veteran club, U. S. Grant Post, No. 28, G. A. R., and the Western Society of the Army of the Potomac. He is also a member of the Illinois Society of the Sons of the American Revolution, and has been elected the first Captain of the Chicago Continental Guard, the military organization of that society.

Busy as has been his life, Mr. Gross is essentially a student, not alone of books, but of men, of measures and of civilization. His travels have been extensive. In 1886, he made a four-months' tour of Europe, during which he inquired minutely into methods of building and municipal development. In 1889, he visited Mexico and the Pacific seaboard cities, and later in the year made a second visit to Europe, devoting much attention to the Paris Exposition. In 1892, he again visited the principal European cities and extended his travels to the Orient. As an indication of how wide is his reputation as a successful handler of extensive real estate interests, it may be stated that while he was in Mexico, and also while he was in Europe, flattering offers were made to him to undertake mammoth enterprises in the work of development in these countries,

but which his devotion to Chicago and her development impelled him to decline. His part in furthering the interests of the Columbian Exposition was an important one.

Mr. Gross was married, in January, 1874, to Miss Emily Brown, a descendant of an old English family, and resides in a commodious home upon the beautiful Lake Shore Drive. His success is due primarily to his own natural qualities, and secondarily to his reliance upon the desire of every true American to possess a home. In physique he is robust; in character, positive, yet not dogmatic; in intellect, intuitive and far-sighted; in disposition, genial; in tastes, cultivated and refined; and in his relations to his fellow men at once upright and liberal. Fortunate is the city that can point to such men as her exemplars.

GEN. EDWARD BURD GRUBB, soldier, ironmaster, diplomat and public man, born in Burlington, N. J., in 1841, enjoys the distinction of being able to trace his lineage through a long line of ancestors, each prominent in his day, a large number of them having been military men. Some account of the origin of this conspicuous family will prove of general interest. As originally spelled in England, the name was Grubbe. It is of Danish derivation and as well known in Sweden and Norway as in Denmark. In Christiana, the capital of Norway, one of the ancient and prominent streets is named the "Grubbe Gaden" or Grubb Avenue. In Denmark, the name of Grubbe was borne by a very old and noble family, whose members held high station and were influential with their sovereigns during the reigns of Christian IV., Frederick III., and their successors from 1600 to 1700. The Danish author, Jacobsen, wrote a novel entitled "Marie Grubbe" which, founded on historical facts, showed that her family was of rank and repute during an early period. The family is yet prominent in England and Ireland, and consists of three branches, which are represented by the following persons: John Eustace Grubbe of Southwold, Suffolk, England; Vice Admiral Sir Walter J. Hunt Grubbe, and his cousin, Captain Henry G. Hunt Grubbe of Eastwell House, Potterne, Devizes, Wiltshire, England; Sir Howard Grubb of Dublin, Ireland, and Louis H. Grubb, Cashleigh, Clogbeen, Cahir, County Tipperary, Ireland. The English and Irish families are descended from early Danish settlers, who established themselves in the British isles in counties adjacent to the sea, including Lincoln, Kent, Hants and Cornwall. The family name appeared in ancient documents as early as the time of Edward I. (1300), its possessors about 1400 being recorded as landholders in the reign of Henry IV.

The American family descends from the Wiltshire branch, which traces its lineage to one of the original settlers from Denmark, who came to Devizes, Wiltshire, about 1430, and whose descendants have ever since dwelt in that locality as country gentlemen and landowners. It is supposed that the founder belonged to a distinguished Danish family and was obliged to emigrate on account of political troubles in his native country. At Eastwell House, there is preserved a complete pedigree of the Grubbe family, beginning with Henry Grubbe, Esq., Member of Parliament for the Devizes, in 1571. His great grandson, John Grubbe, or, as he himself wrote the name in his later years, Grubb, was born in 1610, and became, like the rest of his family, a Royalist and an adherent of the English church. The family were supporters of King Charles I., as shown by a letter, which was sent by the King to John Grubbe, an uncle of John Grubb, previously mentioned, and then owner of Eastwell, requesting the loan of two hundred pounds in money or plate, to aid in defending the realm and church against the King's

enemies. John Grubb, son of John Grubb, born in 1652, with William Penn and about one hundred and fifty others, signed the plan of government for the Province of West Jersey, bearing date March 3, 1676. England was then suffering from the depressing effects of civil war, and John Grubb, then about twenty-five years of age, cast his lot with the expedition, which was about to seek a home and fortune in the new world. It is probable that he sailed in the ship *Kent* from London, in 1677, and disembarked in the neighborhood of Grubb's Landing, Del.

John Grubb, the pioneer, an English country gentleman, and a man of sterling qualities and practical ability, was admirably qualified to encounter the hardships and perplexities incident to the conquest of a savage wilderness and to the creation and maintenance of institutions adapted to the needs and welfare of a free people. Although greatly impoverished through the vicissitudes incident to the civil war, he possessed some means, as his early purchases of lands in this country show. His property on the Delaware was unsurpassed for beauty of location and fertility. In recognition of the needs of the people, he erected a tannery near Grubb's Landing, and was one of the first leather manufacturers in the province. He was commissioned one of the Colonial Justices of his county, in 1693, whilst in 1692, and again in 1698, he was elected a member of the Colonial Assembly. Later in life he removed to Marcus Hook, Pa., where he died in March, 1708. Although a resident of Penn's province, he was not a Quaker, but, like his ancestors, adhered to the English church. His wife, Frances Vane, belonged to an old English county family. Seven sons and two daughters survived him. From Peter Grubb, the youngest of his sons, Gen. E. Burd Grubb was directly descended. Peter, the most fortunate, although the youngest of the sons of John Grubb, is noted in history as the pioneer iron manufacturer of Pennsylvania, having discovered and developed the famous iron mines in the Cornwall hills in Lebanon, Pa., a natural deposit of enormous extent and value. There are yet 60,000,000 tons of ore in these hills. The furnace at Cornwall was noticed by Acrelius, the historian, as early as 1756. Peter, son of Peter, was distinguished in the American Revolution as Colonel of the Eighth Battalion of Continental troops, and was the great grandfather of Gen. E. Burd Grubb. An original battle order to him, dated in 1776, is preserved by the family. General Grubb's father was Edward B. Grubb, an iron master, and his mother a member of the Parker family, of Carlisle, Pa.

General Grubb has not been content to rest upon the achievements of a distinguished ancestry for his own recognition by his countrymen, but, from early life, has taken a prominent part in affairs. He was educated at the Bishop Doane college in Burlington, and graduated with high honors, in 1860. In March, 1861, he enlisted in the service of his country in Co. C, 3d N. J. Vols., and went to the front as a sergeant. June 2d, he was commissioned Second Lieutenant. He served through the War with honor, holding every rank from private to Brigadier General of Volunteers, and retiring by reason of expiration of term of service, in November, 1864. By promotion, he became First Lieutenant of Co. D, 3d N. J., Nov. 16, 1861, and served as aide de camp on the staff of Gens. G. W. Taylor and A. T. A. Torbert. Aug. 21, 1862, he became Captain of Co. B, 3d N. J., and, on Nov. 24th, Major of the 23d N. J. Dec. 26th, he was made Lieutenant Colonel, and, April 9, 1863, Colonel of the regiment. The honor of being the youngest Colonel in the Army then belonged to him. His service from beginning to end was extremely creditable.

He was mustered out with the 23d N. J., June 27, 1863, but, while the command lay in camp at Beverly, waiting for the paymaster, General Lee invaded Pennsylvania. Colonel Grubb called the regiment together, made a successful appeal to their patriotism, led them through Philadelphia that night, and won for them the honor of being the first regiment outside of Pennsylvania which marched to repel the invasion. Immediately after Gettysburgh, he recruited and sent to the front the 34th N. J., and, later, recruited the 37th N. J., left Trenton, June 28, 1864, and reported with his command to General Grant, at City Point, Va. Before Petersburg, the regiment won flattering official mention and Colonel Grubb became brevet Brigadier General for meritorious conduct in that famous siege. General Grubb was in command of a body of troops in nine pitched battles and numberless skirmishes. It is related of him that, although in the discharge of his duties as commander he was often exposed to danger, he carried for defense no weapon except a small pocket Derringer.

After the War, General Grubb devoted himself successfully to the manufacture of iron. In the management of iron works and mines in Pennsylvania and Virginia, he succeeded his father and soon became one of the leading producers of pig iron in the North. Although the business depression, which came upon the whole country two years ago, has not spared his interests, his forethought and sagacity enabled him to prepare for the hard times, and he hopes that renewed prosperity awaits industry in the early future. Among the properties in which he is interested are Chickie's furnaces, the Sheridan furnaces, the Lebanon Valley furnace, Topton furnace, The Lynchburg Iron Co., and the Blue Ridge mines.

In 1889, General Grubb was the unanimous candidate of the Republican party for the Governorship of New Jersey. He was defeated for election by the Democratic ring, which controlled the State, as had been every other Republican candidate for twenty years, but his skill and perseverance in the proceedings which followed the campaign resulted in placing sixty-eight Democratic law breakers in jail and, it is believed, started the great wave of reform which has since swept the State from end to end, made the State Republican, and swept from the statute books legislation which had been a disgrace to New Jersey. As an illustration of that which called forth his efforts at that time, it is stated that \$1,000 placed in an agricultural bank for campaign purposes is yet there, the depositor preferring freedom more than the money.

In 1890, under President Harrison's administration, General Grubb was appointed Minister to Spain, which position he held until 1892, when he resigned. The originality and perseverance of General Grubb were strikingly illustrated in his experience, when first appointed to the Spanish mission. A warm admirer of James G. Blaine, he received from that statesman suggestions looking to the establishment of important commercial relations, vital to both countries. Knowing well the embarrassment of dealing with foreigners when not familiar with their language, he applied himself to the study of Spanish in an original manner. He engaged separately two professors of the Spanish language, keeping each in ignorance of the other's services. One would call on him at 7.30 A. M., teaching until 10.30. The General's duties as Minister would then occupy his time until 1.30 P. M. The second professor would call at 2.30 P. M. and teach him until 5 o'clock. In spite of their remonstrances, the General compelled them to instruct him by the conversational method. Each read and talked with him and at the end of two weeks, he found that he could make himself understood by street boys

and laborers, with whom for practice he would often hold conversation. At the end of the third week, he astonished the Queen's representatives by a discourse in the Spanish tongue, interspersed with an occasional French word to overcome a difficulty. At the end of forty days the professors, with many compliments and yet in ignorance of the competitive method employed, parted with their pupil, with the assurance that for all practical purposes he could speak Spanish as well as themselves.

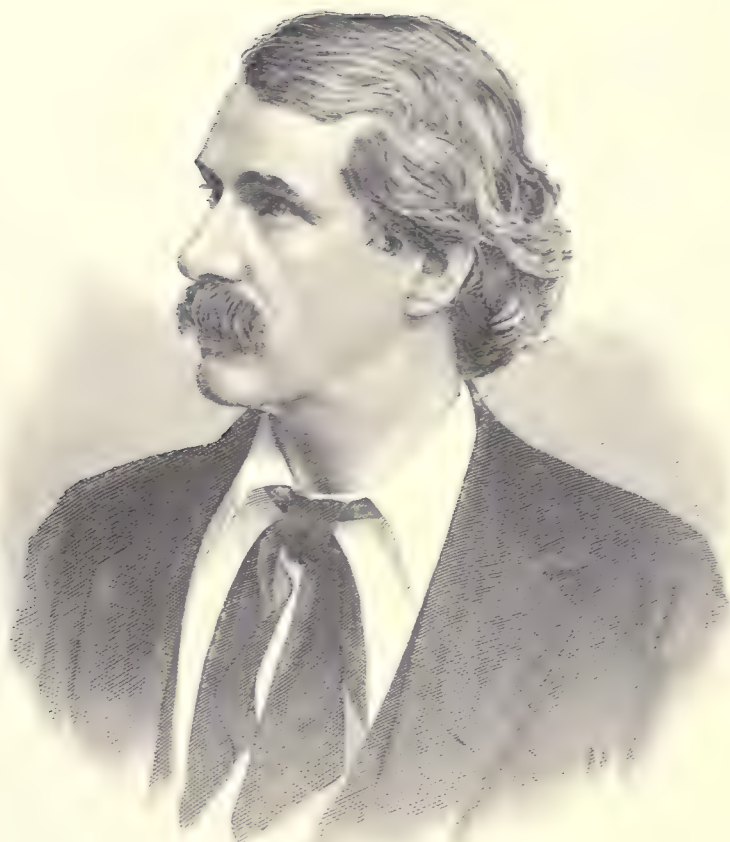
The entire basis of the reciprocity treaty between America and Cuba was negotiated by General Grubb, and resulted in an increase of \$24,000,000 in the trade with the latter country, mainly in pork, pork products, flour and other provisions. He also succeeded in an important task, which many of his predecessors had failed to accomplish, that of inducing the authorities to rescind the decree against the importation of American pork into Spain. The difficulties were great, but the earnest and painstaking labors of General Grubb never ceased until a happy conclusion had been reached. The commission to report on the healthfulness of American pork, composed of Spanish doctors, had made the remarkable and sweeping assertion, that "American pork was unfit for human food," and yet, in spite of a report of this sort staring him in the face, General Grubb presented himself to one Minister, who refused his consent flatly. Appealing then to the Prime Minister, Mr. Canovas, the General fired a final shot. The usual arguments were presented without avail. General Grubb then said, "I have here papers, which show beyond a doubt that American pork has been coming into this kingdom from Cincinnati, through England." Mr. Canovas replied, "That fact will not help your case any, but will make a bad case for my customs officials." General Grubb then asked if Spaniards were especially liable to disease from residence in Cuba or any other country. The answer was "No." "Well, then," said the General, "how is it that you prohibit pork from coming into Spain and allow it entry into the Island of Cuba?" Mr. Canovas could not answer; and a note from the Spanish Minister reached General Grubb at his quarters an hour afterward, saying that the prohibition on American pork had been removed. The news was telegraphed to Secretary Blaine, and the latter's congratulations came back promptly by cable.

While the cruelty of the bull fights in Spain disgusted General Grubb, he was obliged to attend them, as they were the popular pastime and his presence brought the prominence so necessary to the success of his diplomatic mission. By tact and suavity, the General became universally popular during his sojourn near the Spanish court.

General Grubb has been twice married. His first wife, Elizabeth W. Van Rensselaer, daughter of the Rev. Cortlandt Van Rensselaer, died in 1886, leaving one daughter, Euphemia Van Rensselaer Grubb. In 1891, he married Violet Sopwith of England, whom he had met at the Spanish court. They have one son, Edward Burd Grubb, jr. General Grubb's homestead, the ancestral mansion, surrounded by huge oak trees, at Edgewater Park, Burlington county, N. J., is a charming spot where he resides, surrounded with everything which can please the intellect and make life enjoyable. He is a modest, genial and cultivated man, a good citizen, brave as a lion during the War, and universally esteemed. Very popular in social life, he is a member of numerous social organizations, including the Union, New York Yacht, and Tuxedo clubs of New York city, and the Society of the Cincinnati, Governor of the Society of Colonial Wars in New Jersey, and Commander of the Philadelphia City Troop, known as Washington's Body Guard in the American Revolution.

JAMES McCLURG GUFFEY, Pittsburgh, Pa., is a descendant of a member of the clan of Guffey, which was very large and influential, occupying, as their descendants yet occupy, one of the most fertile parts of the Scottish lowlands. The first of the clan to try his fortune in the new world was William Guffey, who, in 1738, with wife and child, came to America and settled near Philadelphia. In 1758, when Forbes made his memorable expedition against Fort Duquesne, William Guffey, with a few other hardy spirits, accompanied by their families, followed the column into the unbroken forests of the West, making the first English settlement in Westmoreland and the second west of the Alleghenies—the first having been made at Mt. Braddock, near Uniontown, six years before. In 1763, James, only son of William, married Margaret, daughter of William Campbell, who had also accompanied the Forbes expedition. In August, 1764, their first child, John, was born, and, in the year 1780, James purchased what is now a portion of Sewickley township, Westmoreland county, where the subject of this sketch was born, Jan. 19, 1839, fifth and next to youngest son of Alexander and Jane Campbell Guffey. After receiving a public school education and a term in a commercial school, James M. Guffey accepted, at the age of eighteen, a clerkship in the office of the superintendent of The Louisville & Nashville Railroad at Louisville, where he remained for several years, finally accepting a more responsible position with The Adams Southern Express Co. at Nashville, Tenn. Returning to his native State, in 1872, he immediately located in the oil regions and engaged in the production of petroleum, in which business he has continued for the past twenty-four years. To-day he is probably the largest individual producer and operator in America. In 1883, he removed from the oil fields of Northwestern Pennsylvania to Pittsburgh, engaging extensively in the production of natural gas in addition to the production of oil. With associates, Mr. Guffey has developed the enormous gas fields in Westmoreland and Allegheny counties and become largely interested in the transportation of natural gas. He is vice president of The Westmoreland & Cambria Natural Gas Co., which supplied Johnstown; president of The Southwest Natural Gas Co., which supplies the Connellsville coke region; vice president of The Wheeling (W. Va.) Natural Gas Co.; president of The Bellevue Natural Gas Co.; and president of The United Fuel Gas Co., whose pipe lines run from Washington county to Pittsburgh. Mr. Guffey is an indefatigable and methodical worker and personally supervises the enormous business of his various concerns with comparative ease. Vast coal properties now belong to him in Pennsylvania and West Virginia, as well as large gold and silver mining interests in the State of Idaho. He is president of The Trade Dollar Mining & Milling Co., of Silver City, Ida., one of the principal officers and owners of The Florida Mountain Mining & Milling Co., in the same locality, and interested in other corporations and industries in several other States, as well as a producer of petroleum in four of them and a director in The Columbia National Bank of Pittsburgh.

Socially, Mr. Guffey is popular and he is a member of the Duquesne club, and resides on the corner of Fifth and Highland avenues, E. E., Pittsburgh. In politics, he is an out and out Democrat, and takes an active part in his party's welfare, in local, State and national affairs, but engages in politics principally for recreation. No political office has ever been held by him, nor would he accept one. Executive ability, a kindly nature and practical philanthropy are marked traits of this successful man.



W. H. Gifford

H.

CHARLES H. HACKLEY, lumberman, Muskegon, Mich., born in Michigan City, Ind., Jan. 3, 1837, son of Joseph H. Hackley, his parents took him to Southport, now Kenosha, Wis., in early boyhood. At the age of fifteen, he engaged in plank road building, and, in 1856, worked his passage across Lake Michigan on the schooner *Challenge*, and, with \$7 in his pocket, went to work in Durkee, Truesdell & Co's saw mill in Muskegon as laborer and foreman at \$22 a month. His employers finally sent him to Kenosha to attend a commercial college, and Gideon Truesdell, successor to the firm, then took young Hackley into his employ as a bookkeeper. In the Spring of 1859, having saved \$500, Mr. Hackley, with his father and Mr. Truesdell, in J. H. Hackley & Co., bought a saw mill in Muskegon. In the Fall of the same year, the partners bought another mill. Mr. Hackley kept the books of all three concerns until 1866, and then bought Mr. Truesdell's interest in J. H. Hackley & Co., and he joined James McGordon in the additional partnership of Hackley & McGordon. J. H. Hackley & Co. went on as Hackley & Sons until 1873, when they dismantled the old mill and put up an \$85,000 plant on the same site, one of the finest of its class in Michigan. The senior Hackley died in 1874, and C. H. Hackley & Co. succeeded, Mr. McGordon being junior partner. In 1875, the Hackley & McGordon mill burned down.

The subject of this sketch now operates in Hackley & Hume, and manufactures lumber on an enormous scale. He owns large tracts of pine land in Michigan and the South, employs his own sail and steam vessels in the trade, and is now president of The Hackley National Bank, director in The National Lumberman's Bank, and an owner in The Akeley Lumber Co. of Minneapolis, and The Widdecomb Mantel Co.

At one time in his career, Mr. Hackley conquered an early inclination, and has been in recent years an earnest toiler in the cause of temperance. A square was cleared of buildings by him and converted into a \$70,000 park, called Hackley Place, a \$20,000 soldiers' monument being placed there by him. He has also given to the city a \$200,000 public library, a \$60,000 High School, a \$75,000 Central School, and a \$130,000 Manual Training School, and has served as treasurer of the city and county and member of the School Board. Oct. 3, 1864, Mr. Hackley married Julia E. Moore of Centreville, N. Y.

JACOB HAISH, inventor, merchant and banker, De Kalb, Ill., was born March 9, 1826, in Carlsruhe, Germany. With no large amount of education, he was brought to America, a lad of nine, and lived in Crawford county, O., seven years in Illinois, and after 1854, in De Kalb. Cutting wood was his first occupation, followed by work as a carpenter and contractor and builder. In the prairie States, lumber is scarce and the fencing of farms an item of heavy expense. After some experiments, Mr. Haish produced, in 1873, the since famous "S" barbed wire for fences, and under cover of a patent, issued in 1874, began the manufacture of it. He also invented the first machine for making and automatic spooling of barbed wire, and now has about thirty patents of various kinds, many of them relating to fence wire. His wit has brought him a very large return, and The Haish Manufacturing Co., of which he is controlling owner, is now an important industry and a source of much prosperity to De Kalb. A part of

his means is now invested in other factories, real estate improvements, and 1,650 acres of fine farming land. May 24, 1846, he married Sophia A. Brown, of Kaneville, Ill. In 1885, Mr. Haish endowed a manual training school in Denver, Colo., and in 1890, established a similar institution at Lincoln, Neb. In 1888, he was the nominee of the Democratic party for Congress, and reduced the usual Republican majority of 5,000 to about 600. Notwithstanding his wealth, his work shop is his favorite resort and there he studies and experiments with new inventions.

EZEKIEL JAMES MADISON HALE, woolen manufacturer, Groveland, Mass., born in Haverhill, Mass., March 30, 1813, died June 4, 1881. The son of Ezekiel Hale, a woolen manufacturer, and of Hannah C., his wife, his occupation in life was determined for him in advance. It is true, that after leaving college he read law for a few months, but he then entered the employment of his father, who was operating a factory, and in time succeeded to the business. It may be said also that he improved the business and established woolen mills in Littleton, N. H., and South Groveland, Mass. Through excellent ability, energy and persistence, and the start given him by his father, Mr. Hale gained a fortune. He was a large owner of valuable real estate.

JOHN ADAMS HAMBLETON, banker, Baltimore, Md., born, March 28, 1827, in New Windsor, Carroll county, Md., is a son of Thomas E. Hambleton, merchant, and Sarah A. Slingluff, his wife. His ancestors lived on the Hambleton hills of England and were agriculturists. With a good education at private schools and at home, Mr. Hambleton entered a dry goods jobbing and importing business in Baltimore, at seventeen years of age, and at twenty was made a partner, having shown unusual capacity, and was sent to Europe at that time on business. In 1854, a brother, Edward Hambleton, and he established a jobbing and importing business of their own, and in 1865 the two men founded the banking and brokerage house of John A. Hambleton & Co. Fortune crowned their labors in ample measure in both lines of enterprise. In 1891, after nearly half a century of arduous endeavor, Mr. Hambleton found himself able to retire and has since been occupied with real estate and other investments. The banking house is now managed by T. Edward and Frank S. Hambleton and John M. Nelson, the first named a member of the Southern Society of New York city. Political office Mr. Hambleton has never cared for, but he enjoys financial management, and is a director of The First National Bank, The Mercantile Trust & Deposit Co., The West Virginia Central Railroad, The Baltimore Traction Co., and The Manufacturers' & Merchants' Lloyds. His clubs are the Maryland and Elkridge Fox Hunting. Twice married, first to Mary E. Woollen and after her death to Kate Ober, a daughter of Gustavus Ober of Baltimore, he is the father of Mrs. Gustavus Ober, jr., Mrs. Albert Ober and Miss Belle Hambleton.

WOODMAN CLARK HAMILTON, lumberman, Fond du Lac, Wis., son of the late Major Irenus Hamilton, farmer, miller, State Senator and officer of the militia, was born in Lyme, N. H., Feb. 22, 1834. The chief of the Highland clan from which the Hamiltons descend was knighted by Robert Bruce after the battle of Bannockburn, the original seat of the family being Cadzow Castle. John Hamilton, the emigrant ancestor, sailed from Scotland about 1700 and settled in Brookfield, Mass. Woodman C. Hamilton was reared upon a farm, attended the academy of St. Johnsbury, Vt., and at nineteen became an employé in the New York office of Fairbanks & Co., scale manufacturers. In 1855, he removed to Fond du Lac, Wis., and there went into the lumber

business with his brother, I. K. Hamilton. The brothers built a saw mill and cut their supply of timber from their own lands, and in 1866 joined forces with A. C. Merryman, as Hamilton, Merryman & Co., built a saw mill at Marinette, Wis., bought 60,000 acres of forest land in Wisconsin and Michigan and have since become a large and prosperous concern. The house is now known as The Hamilton & Merryman Co., of which Mr. Hamilton has been vice president since incorporation. More than 30,000,000 feet of lumber are sawed yearly and shipped to market by their own vessels. Mr. Hamilton is also president of The Marinette & Menominee Paper Co. of Marinette, capital \$400,000, and president of The Hamilton & Merryman Mining Co., mines at Iron Mountain, Mich.; director of The Milwaukee Harvester Co., and a bank director. Good character, energy and alertness to opportunity have brought him unusual success. Mr. Hamilton is a Congregationalist and a trustee of Ripon college and Chicago Theological seminary, and has been president of the Fond du Lac Board of Education, and held other local offices. March 16, 1868, he married Miss Mary Taylor, daughter of William H. Weed, a New York merchant, and six sons have been born to them, William Irenus, a farmer near Fond du Lac; Charles Woodman, treasurer of The Milwaukee Harvester Co.; Stephen Dolson, deceased; Herbert Weed and Edgar Lockwood, connected with The Marinette & Menominee Paper Co.; and Arthur Little.

THEODORE HAMM, brewer, St. Paul, Minn., a native of Baden in Germany, was born in 1826. Educated in the common schools of the village, he began life as a butcher and worked at this honest trade in Buffalo, N. Y., in 1854, and in Chicago the following year. In 1856, attracted to St. Paul in the hope of bettering his position, he settled down there as keeper of a hotel and saved enough to engage in brewing in 1864. Mr. Hamm is a capable and energetic man, and has no reason to complain of the material results of his brewing enterprise. He is a large owner of real estate and has invested a part of his profits in The Queen Roller Mill Co., a flourishing concern, of which he is the owner. June 1, 1896, the interests of Mr. Hamm were incorporated under the titles of The Theo. Hamm Brewing Co. and The Theo. Hamm Realty Co.

ANDREW BENONI HAMMOND, merchant and banker, Missoula, Mont., born in St. Leonard's, New Brunswick, July 22, 1848, descends from early English emigrants, and there flows in his veins both the blood of the Puritans, of which his father, Andrew Benoni Hammond was a representative, and that of the Royalists, to whom his mother, Glorianna Harding Coombes, traces her line. Mr. Hammond studied the ordinary book in the common schools, and, until the age of sixteen, lived upon a farm.

Mr. Hammond spent 1865 and 1866, in Maine and Pennsylvania, swinging an axe in the woods and otherwise active in the lumber business. Mineral discoveries finally turned his attention to the Northwest, and in 1867, he became a pioneer of Montana. In 1868, he moved on to the Territory of Washington, but in 1870, returned to Montana, entered a country store as a clerk, and in 1872, removed to Missoula, and took charge of the business of Bonner & Eddy, grocers and general merchants. In 1876, when the firm re-organized as Eddy, Hammond & Co., he became, and has since been, a partner. Mr. Hammond converted the firm into a corporation in 1885, as The Missoula Mercantile Co., and has ever since been its president. The capital is now \$1,200,000, while the company ranks as one of the largest and most successful in the Northwest. Branch stores are operated in Corvallis, Demersville, Stevensville and Victor. Mr. Hammond is a large owner and president of The Big Blackfoot Mill Co.,

which cuts about 40,000,000 feet of pine timber of the State annually. He promoted the admission of Montana to the Union in 1889, and is president of The First National Bank of Missoula, The Missoula Real Estate Association, The Oregon Central & Eastern Railroad, and The Astoria & Columbia River Railroad, of which he was the originator and builder, and is interested in many other enterprises.

Mr. Hammond was married Feb. 22, 1879, to Miss Florence, daughter of Lorenzo Abbott, and he is the father of six children, Edwinna Clare, Florence, Richard Eddy, Leonard Coombes, Grace and Daisy Estelle Hammond. In San Francisco, he is a member of the Bohemian club and the Golden Gate Commandery.

GEORGE HENRY HAMMOND, packer, Detroit, Mich., born in Fitchburg, Mass., May 5, 1838, died, Dec. 29, 1886, at his home in Detroit. Benjamin Hammond, his ancestor (1621-1703), was born in London, Eng., and came to Boston, Mass., in 1634, dying in Rochester, Mass. John and Sarah Huston Hammond, his parents, were not wealthy, and, after ten years of age, fate denied to Mr. Hammond the pleasures which brighten the period of boyhood and afford to age a delightful retrospect. Learning to make leather pocket books at Ashburnham, he afterward conducted that business on his own account, employing a dozen girls before he was twelve years of age; but the styles changed, and the boy took employment for three years with Milton Frost at Fitchburg in the making of mattresses and palm leaf hats. When fifteen years old, he bought the business, but sold it six months later and went, in 1854, to Detroit, where Mr. Frost, who had preceded him, employed him in a mattress and furniture factory for two years and a half, after which the energetic young man started a chair factory, which was burned six months afterward.

It was then that Mr. Hammond opened a store in Detroit for the sale of meat. Enlarging his business, he began packing and slaughtering, and extended his operations to other places in the West. It was Mr. Hammond who first transported dressed beef to the seaboard and foreign markets. In 1868, he had the first refrigerator car fitted up for the purpose. The first experimental trip took place in May, 1869, from Detroit to Boston, and was a financial failure, but later shipments proved successful. Buying the patents protecting the invention, Mr. Hammond associated Caleb Ives, and later James D. Standish and Sidney B. Dixon, with himself, and formed a Dressed Beef Transportation Co., which, within a few years, changed its name to George H. Hammond & Co. The business increased year by year, until finally eight hundred cars were in constant use carrying the products of the Hammond packing houses to Eastern markets and three ships were loaded weekly for transatlantic ports. The town of Hammond, a few miles from Chicago, was founded by the subject of this memoir, and there he built immense packing houses, the homes of a large population soon clustering around the works. Later works were located in Omaha, and from three thousand to four thousand cattle were disposed of daily, the products reaching a value of \$12,000,000 to \$15,000,000 annually. At the age of forty-eight, Mr. Hammond was one of the wealthiest men in Detroit. His holdings in real estate in and near Detroit were large, and he was vice president of The Commercial National Bank, and a director in The Michigan Savings Bank and The Detroit Fire and Marine Insurance Co. Although not a member of any church, he was a generous contributor to churches and charitable objects. The family circle and travel at home and abroad, in part with wife and children, afforded him all necessary recreation.

In 1852, Mr. Hammond married Miss Ellen Barry, of Detroit, born Jan. 20, 1838, and became the father of eleven children, seven of whom survive, Annie H., wife of Charles William Casgrain; George Henry, jr., president of Hammond, Standish & Co., Detroit; Charles Frederic and John William, Florence Pauline, Esther Katherine and Edward Percy Hammond. One daughter, now deceased, was Sara Agnes, wife of Gilbert Wilson Lee, the head of a wholesale grocery firm.

DANIEL HAND, merchant, who died in Guilford, Conn., Dec. 17, 1891, was born on a farm in July, 1800, in Madison, Conn., the descendant of old settlers of East-hampton, L. I., who had come from England in 1635. Mr. Hand left the farm at the age of eighteen, and entered the store of Daniel Meigs, his uncle, a merchant of Augusta and Savannah, Ga. Mr. Hand succeeded to the business, admitted a partner in the person of a clerk, George W. Williams, now a resident of Charleston, S. C., and Hand, Williams & Co. became one of the best known mercantile firms in the South. A few years before the Civil War, they established their headquarters in Charleston, under the name of Geo. W. Williams & Co. The War proved a serious interruption to the business. Mr. Hand was a strong Union man and proposed at first to dwell in the North until the War should end, but his partner, Mr. Williams, telegraphed to Mr. Hand, urging his return. Unable to secure passage through the lines in front of Washington, Mr. Hand went back by way of New Orleans. The Confederate authorities arrested him twice and began proceedings for the confiscation of his property, which were frustrated only by the unsparing labors of his partner. Compelled to remain in the Confederacy to save his property, Mr. Hand then made Asheville, N. C., his home, leaving the entire management to Mr. Williams. In 1865, he returned to Connecticut, and a few years after the War, Mr. Williams handed to his partner a check for \$600,000, in settlement of his share of the assets. During the latter part of his life, Mr. Hand was a lonely man, his wife and five children having passed away. He possessed a fortune of about \$1,600,000, saved mainly by Mr. Williams. It was to the Hon. B. G. Northrop of Clinton, Conn., the apostle of Village Improvement, that Mr. Hand was indebted in part for the thought that he would derive happiness from making a noble use of his fortune during his life time. In October, 1888, Mr. Hand gave a trifle more than \$1,000,000 to The American Missionary Association, to be known as The Daniel Hand Educational Fund for Colored People in the late Slave States, and at his death, in 1891, the residue of his fortune was willed to the same Association.

HOWARD MELVILLE HANNA, manufacturer, Cleveland, O., was born in New Lisbon, O., Jan. 23, 1840. His paternal ancestors were Scots, who had settled in the North of Ireland and thence came to Virginia. Benjamin Hanna, the grandfather, moved from Virginia to New Lisbon, O., in 1798. On the other side of the house, the ancestors were French Huguenots by the name of De Convers, who emigrated to England, where the name became Converse, and then to Vermont. Howard M. Hanna was educated in the schools of Cleveland and Union college, and found his first employment as paymaster in the Navy, May, 1862, to May, 1865. In 1865, he located in Cleveland and engaged in the lake shipping business and oil refining. In 1886, Mr. Hanna organized The Globe Iron Works Co. and became president of the concern, which has since produced from its works many iron and steel steamships, steam engines and marine appliances, and enjoys a high reputation for the excellence and efficiency of its productions. From these works have been launched twenty 3,000-ton steel

steamers for The Mutual, The Menominee and The Lehigh Transportation Co's and The Great Northern Steamship Co.; two 5,000-ton steel passenger steamers for the latter company; five 3,000 to 4,000 ton steel steamers for The Minnesota Steamship Co., and several other vessels for the Federal government and private owners. It is almost unnecessary to say that a man who can accomplish so much possesses unusual enterprise and ability. Mr. Hanna is a member of the Union, Country and Roadside clubs of Cleveland, the Cedar Point Shooting club, and the Manhattan and New York Yacht clubs of New York. He has interests in the The Mutual and The Menominee Transportation Co's and other corporations. Mr. Hanna was married to Kate Smith in Hartford, Conn., in December, 1863, and has three children, M. Gertrude, Kate B., wife of R. L. Ireland, and Howard M. Hanna, jr.

ALPHEUS HARDY, trustee of the estate of Joshua Sears, Boston, Mass., born in Chatham, Mass., Nov. 1, 1815, died in Boston, Aug. 7, 1887. Gaining a start in life in a grain and shipping business, later he formed a partnership with the late Ezra H. Baker. They gradually became owners in deep sea tonnage and their fleet included some of the largest and finest ships, which sailed from Boston harbor. In consequence of an intimate friendship with the late Joshua Sears, Mr. Hardy became trustee of the latter's vast estate and administered the trust with so much discretion and ability that the property increased very largely in value under his management. Joshua Montgomery Sears became Mr. Hardy's ward and was taken into the latter's family. Mr. Hardy was a man of exceptional purity of character and for thirty years prominent in religious work, being a corporate member of The American Board of Foreign Missions, from 1857. He served upon the Prudential Committee of the Board, 1857-86, and as its chairman after 1873, and was a trustee of Amherst college, 1855-77, and of Andover Theological seminary. His property interests were quite extended; and he was president of The Detroit, Lansing & Northern Railroad and a director of The Chicago & West Michigan Railroad. He was a member of the Board of Trade and sat in the State Senate in 1861, but declined other political honors, although once pressed to accept the Mayoralty of Boston. His wife and four sons survived him. Mrs. Hardy is the daughter of the late Charles Holmes of Boston, and inherited wealth from him. She is a highly esteemed and noted woman, and being especially fond of flowers, a superb chrysanthemum has been named in her honor.

STEPHEN VANDERBURG HARKNESS, prominent as an oil refiner, Cleveland, O., was a son of David Harkness, a physician at Fayetteville, N. Y., and of Scottish ancestry. Born in Fayetteville, Nov. 18, 1818, he died, March 6, 1888, suddenly on his yacht off the coast of Florida. With such education as could be obtained in early boyhood at the public schools, he was apprenticed at the age of fifteen to a harness maker in Waterloo, N. Y. Having learned the trade thoroughly, he moved at the age of twenty-one, to Bellevue, O., later to Monroeville, and there worked at his trade, and bought and sold live stock, and, being energetic, honest and self denying, managed to save a little money. In 1852, he took up his residence in Caledonia, O., and while yet carrying on the cattle trade, operated a distillery as well, and a year or two later, added to his enterprises a new distillery in Monroeville, and in 1860, a bank. All these ventures proved profitable. In 1866, Mr. Harkness moved to Cleveland, and became the associate of Messrs. Rockefeller, Andrews & Flagler, in oil refining, and with them founded The Standard Oil Co., in which corporation he gained a large for-

tune and was a director until his death. He was at one time a large owner in The Union Elevator, a director in The Euclid Avenue National Bank, and The Ohio River Railroad Co., and president of The Cleveland Arc Co., and The Iron Belt Mining Co. Laura Osborn, his wife, whom he married in 1842, died in 1852, leaving a son, Lamont V. Harkness. Her husband was married again, in 1854, to Anna M., daughter of James Richardson, and their children are Charles W., and Edward S. Harkness, and Florence, wife of L. H. Severance, of Cleveland.

SAMUEL HARLAN, jr., builder of cars and ships, Wilmington, Del., who died in Vienna, Austria, Feb. 6, 1883, was a grandson of Joshua Harlan, who owned a small rolling mill at Chester, Pa., spent his money, and left his family in meagre circumstances. Samuel Harlan, son of Joshua, lived near Chester, Pa., but married Mary Cox, a member of the Society of Friends and of a family which had lived near Glen Cove, N. Y., for generations, and there Samuel Harlan, jr., was born April 6, 1808.

The subject of this memoir began life as an apprentice to the trade of cabinet making under Dell Noblitt, in Wilmington, Del., and finally opened his own cabinet shop at Seventh and Shipley streets in Wilmington. March 1, 1836, Mahlon Betts, carpenter, and Samuel N. Pusey, machinist, who had about \$5,000 of capital, formed the partnership of Betts & Pusey, car builders, employing only a few men, doing \$6,580 worth of work the first year. But they needed a cabinet maker, and, after employing Mr. Harlan, asked him into the firm, which, Jan. 1, 1837, took the name of Betts, Pusey & Harlan. Improved circumstances enabled Mr. Harlan, about this time, to marry Susanna, daughter of Jonas P. Fairlamb, but his fortunes were not yet assured, and Mrs. Harlan added to the earnings of her husband by her own industry. Mr. Harlan burned much midnight oil in the study of mechanics and drafting, and quickly made himself felt in the shops of the firm, and it is hardly too much to say that he was the inspiring genius for years. Business, and nothing except business, was the object of his life, and the great concern, which grew out of his perseverance and toil, is indebted to him for more than half of its present principle and methods. The influence of Mr. Harlan in the shops was wonderful. He had no patience with laggards but was always ready to reward the diligent.

Aug. 28, 1841, Mr. Pusey sold his interest to Elijah Hollingsworth of Philadelphia, whereupon the firm took the name of Betts, Harlan & Hollingsworth, and removed the shop to a new location to take in general machine work and engine building. In 1843, the steam cylinder of a steamboat had been cracked and Mr. Harlan, against the judgment of Mr. Betts, took a contract to make a new one. The cylinder was successfully made and the firm then began to take in marine work, and in May, 1844, built the *Bangor*, the first iron seagoing propeller constructed in the United States. From that time forward, ship building and repair work gradually took the precedence of, although it never superseded, the car building work of the firm. May 8, 1849, Harlan & Hollingsworth succeeded the former firm, Mr. Betts having retired. July 8, 1858, John Taylor Gause was admitted to a one-third interest, under the name of Harlan, Hollingsworth & Co., and on March 14, 1867, the title became The Harlan & Hollingsworth Co., Mr. Harlan president of the corporation. Long before Mr. Harlan's death, the works he had done so much to create had launched an immense tonnage of war and merchant steamers and built thousands of cars. One daughter, Mrs. James Price, now living in Stuttgart, Germany, survived him.

LEONARD B. HARRINGTON, tanner, Salem, Mass., born in Salem in 1803, died March 6, 1889. Salem enjoyed an extended foreign commerce at the beginning of the present century, and some of the largest fortunes in America were held by the merchants of that famous old town. Mr. Harrington fell naturally, at first, into the local occupation which then yielded the greatest rewards, but lived to testify by his own experience that the sea did not supply the only field for profitable enterprise. He began life as cabin boy in the schooner *Hazard* at the age of twelve, and was cast away with the vessel at Martinique with all his belongings. In 1825, he turned from the sea to become a journeyman tanner in Salem, and, after he had risen to an ownership, carried on a large industry, employing about one hundred men. During the Civil War, Mr. Harrington, as well as most of the other leading tanners of the country, made large profits. He also had other interests and during his honorable and busy life gained a fortune. He was president of The Asiatic Bank of Salem and a director in The Shawmut Bank and The Shoe & Leather Insurance Co., of Boston.

CARTER H. HARRISON, lawyer and Mayor of Chicago, Ill., during the World's Columbian Exposition, was a man of fine presence and great natural force. He was born in Fayette county, Ky., Feb. 15, 1825. His life was a laborious one, and the early years of toil prevented him from acquiring the polish of manner, which would have adorned a man of his striking personality. He was a Democrat and Mayor of Chicago for eight years, from 1879 to 1887, and again in 1893. It fell to his lot during the World's Fair to appear as the representative of his city at many public functions, and to welcome and entertain many distinguished guests. He entered heartily into the work, did all that lay in his power to promote the Fair, and, while lacking some of the graces of manner of men born to affluence, he did his duty to the best of his ability and retired from the Mayoralty with laurels. He represented Cook county for two terms in Congress, and was a candidate for Governor of Illinois in 1884, running 14,000 votes ahead of the Presidential ticket. His fortune was acquired in law practice, railroads and land. A few years ago he bought *The Chicago Times* and owned it at the time of his death. He was assassinated by an anarchist and died Oct. 28, 1893, leaving \$950,000 to his four children, Carter H. Harrison, jr., William Preston Harrison, Caroline D. Owsley and Sophie G. Harrison.

JOSEPH HARRISON, jr., mechanical engineer, born in Philadelphia, Pa., Sept. 20, 1810, died there, March 27, 1874. His grandfather, a landholder in New Jersey and a soldier of the American Revolution, was impoverished by the War, and left his son Joseph to make his way in life alone. Joseph Harrison, jr., followed the machinist's trade for several years, was a foreman at the age of nineteen, and in 1834 took part in the manufacture of locomotives, becoming foreman for Garrett & Eastwick in 1835. For this firm, he designed the locomotive, *Samuel D. Ingham*, afterward the model of several others; and in 1837, the firm made him one of their number, without payment of capital, under the name of Garrett, Eastwick & Co. Two years later, Mr. Garrett retired, and the firm took the name of Eastwick & Harrison.

In 1840, Mr. Harrison designed an eleven ton engine for The Philadelphia & Reading Railroad, a most effective freight locomotive. An inquiry as to its builder led to an invitation to Mr. Harrison to visit Russia. The outcome of this journey was, that in 1843, Mr. Harrison, with Andrew M. Eastwick of Philadelphia and Thomas Winans of Baltimore, received a \$3,000,000 contract from the Russian Government, to

build locomotives and rolling stock for The St. Petersburg & Moscow Railway, the work to be done within five years and in Russia. Emperor Nicholas derived great satisfaction from the work of the firm, made the partners costly presents, and at the time of the completion of the bridge across the Neva, which the firm had built, gave Mr. Harrison the ribbon of the Order of St. Ann, to which was attached a massive gold medal, this distinction growing out of the fact that Mr. Harrison had shown the Czar that public works could be performed without speculation. Another contract, to maintain the rolling stock of the road for twelve years, compelled Mr. Harrison to live in Russia for a time, but he returned to Philadelphia in 1852. In 1863, he designed, patented and built a factory to manufacture the "Harrison safety boiler," for which the gold and silver Rumford medals were awarded him in 1871, by The American Academy of Arts and Sciences. Mr. Harrison invested his savings largely in Philadelphia real estate. "The Iron Worker and King Solomon," was written by him, and a folio was published, containing this poem and some fugitive pieces, his autobiography, and many incidents of life in Russia. Other papers from his pen described the part taken by Philadelphia in the invention of the locomotive, told the story of the Neva bridge in Russia, and expounded the science of steam boilers. He was a member of The American Philosophical Society and of other learned associations.

Dec. 15, 1836, he married Miss Sarah Poulterer of Philadelphia, who survived him with six children, William Henry Harrison, Anne H., wife of Lewellyn F. Barry; Alice McNeill, wife of William H. Eisenbrey; Marie Olga, wife of Thaddeus Norris, jr.; Theodore Leland Harrison and Clara Elizabeth Harrison, now Mrs. Durant.

LEARNER BLACKMAN HARRISON, banker, born in Cincinnati, O., in May, 1815, has spent his life in that city. A son of Edmund Harrison of Virginia and Martha Pitts of North Carolina, he was educated in the schools of Cincinnati and began life as general helper in a grocery store, wherein he advanced rapidly, being diligent in business, honest and progressive, the proprietor finally making him a partner in 1839. In 1843, he founded the wholesale grocery firm of Harrison & Hopper, and carried on a most profitable trade for nineteen years. Mr. Harrison retired in 1862, owing to the obstruction of the Mississippi river by the Civil War, his trade having been largely in the products of Louisiana. For the last twenty-six years, Mr. Harrison has been president of The First National Bank of Cincinnati, which was organized at his suggestion in 1863, with a capital of \$1,000,000. He is a director in The American Oak Leather Co., The Pittsburgh, Fort Wayne & Chicago Railroad, The Little Miami Railroad and The Union Savings Bank & Trust Co., a trustee of The Cincinnati Museum Association, and large owner of Cincinnati real estate. In 1853, Frances Goodman and Mr. Harrison were united in marriage, and their children are Edmund Pitts, Edith, Charles L., Emma, Annie, Ruth and Margaret.

JAMES COWLES HART, manufacturer, Rochester, N. Y., is a native of the town of Brighton, N. Y., and was born Aug. 6, 1836. His father, Romanta Hart, was a prosperous farmer. James was educated in the common schools. In 1852, he went to California for two years, incurring shipwreck on the way, off the mouth of San Diego harbor. Returning to Rochester, he gained a training as clerk in two banks, saved his money, started a hardware business of his own, and was also interested with the late Henry H. Morse in the purchase of wool. Energy and progress marked every step. In 1874, he began the manufacture of tobacco, in partnership with the late William

S. Kimball, having bought the interest of one of the partners. By long application and intelligent methods, he has aided to develop the large business of the Peerless tobacco works, of which he is part owner, and in whose prosperity he has shared. In 1876, the firm began to make cigarettes, and this branch of the business has expanded to great proportions. Their brands are the Vanity Fair, Satin, Athletic, Four in Hand, Cupid and Superlative cigarettes; Vanity Fair, Old Gold, Black and Tan, and Nigger Head smoking tobaccos; and Peerless fine cut chewing tobacco. Their sale is world wide, and they have taken many prizes at international expositions. Their business was sold, in 1890, to The American Tobacco Co., but Mr. Hart is yet in charge, as actual manager. In 1862, Mr. Hart married Miss Isabella Graham, daughter of Elias Pond, and has two children, Mrs. E. C. G. Robinson and Isabelle Hart.

TURLINGTON W. HARVEY, Chicago, Ill., a native of Siloam in Madison county, N. Y., was born, March 10, 1835, and educated in Oneida, N. Y. Moving to Chicago in early life, he became a merchant of lumber, and is now engaged in other operations, being president of The Harvey Steel Car Co. and The Harvey Steel Car & Repair Works at Harvey, Ill., a suburb of Chicago, which was founded by him in 1891 and now has a population of 6,000 people and various manufacturing interests. Mr. Harvey has been closely connected with philanthropic work in Chicago for forty years, more particularly with The Chicago Relief & Aid Society, the care of the poor after the Chicago fire, and the disbursement of the funds so generously contributed to the fire sufferers. During the Winter and Spring of 1894, Mr. Harvey acted as chairman of The Central Relief Association, which cared for the unemployed of Chicago.

WALTER HASTINGS, manufacturer, Boston, Mass., born in Townsend, Middlesex county, Mass., Dec. 9, 1814, died, Oct. 28, 1879, in Boston. He had nearly fitted himself for college, when he gave up the idea, went into business with Whitney & Haskell, and soon distinguished himself by fidelity, promptness and good judgment. He was afterward a member of the firm of Spaulding, Rice & Hastings, and in time became largely engaged in manufacturing, as treasurer of the Tremont, Suffolk and Merrimack Woollen mills and The York Manufacturing Co. The judgment of Mr. Hastings proved so sound and unerring, that many other manufacturers regulated their action by his. Health failed him in consequence of overwork soon after the Civil War, and he was obliged to travel abroad. After his return, he resumed business with his usual energy. He was a director of The Eliot National Bank, trustee of The Warren Institution for Savings, director in The Dwelling House, The Prescott, The Manufacturers', and The Washington Insurance Co's, The York and The Assabet Manufacturing Co's, The Boston Port & Seaman's Aid Society, and Bunker Hill Monument Association, and a member of the Union club and The New England Historic-Geographical Society. A large part of his estate was left to Harvard college.

SAMUEL HATCH, merchant, Boston, Mass., born in that city, Dec. 6, 1812, died there, Feb. 13, 1893. With a training at the academy, he worked in his younger days for his brother-in-law, John Collamore, jr., in the latter's wholesale crockery store in Boston, but in 1836 took out a license as an auctioneer and for fifty-seven years continued active in that business. Under his hammer were sold whole cargoes of sugar, vast quantities of dry goods and furniture and much real property. During the last twenty years of his life, he was located in the old *Traveller* building on Congress street at the corner of State street. Among the estates sold by Mr. Hatch may be

mentioned the old Hancock House on Beacon Hill, the Church Green property on Summer street, the old Brattle Square Church and the Hollis Street Church. Colonel Hatch, as he was always called, was a member of the Bostonian Society, the Suffolk club, and the Ancient and Honorable Artillery, and a 33d degree Mason, member of the Winslow Lewis Lodge and of the De Molay Commandery, Knights Templar. During 1853-56, he served as a member of the Common Council of Boston, being also, in 1857, 1858 and 1861, an Alderman, and in 1858 and 1859, a member of the Legislature. He married, Oct. 13, 1835, Lydia, daughter of Capt. Samuel Cook, of Salem, Mass., and had one child, William, who died young. Colonel Hatch was the son of Jabez Hatch (1765-1836) and Christiana Spear, of Boston, and grandson of Col. Jabez Hatch (1738-1802), of Boston, the latter at one time commander of the Suffolk regiment of militia in the American Revolution and afterward Deputy Quartermaster General of the Continental Army. The pioneer of the family, six generations back from Col. Jabez Hatch was Lieut. William Hatch, one of the earliest settlers of Scituate, Mass., to which he came from Sandwich, Kent, England, before 1633. Samuel Hatch was a courtly gentleman of the old school and the very soul of honor. He had a genial countenance, a strong, rich voice, and a commanding presence.

FRANCIS HATHAWAY, merchant, who died in New Bedford, Mass., Jan. 25, 1895, at the age of sixty-five, spent nearly thirty years in the commerce of the port of New York and the remainder of his life in New Bedford. It was as a clerk in the shipping and commission house of Grinnell, Minturn & Co., that, beginning in 1849, he gained his original experience in business. When ready to start on his own account, he engaged in the East India trade in New York, representing there the interests of the Hathaways of New Bedford. Mr. Hathaway inherited some means from his uncles, Francis S. and Thomas S. Hathaway, both prosperous merchants in the trade with China and the East Indies and owners of a large fleet of freighting and whaling ships. His acquaintance in New York city among the down town men of his day was extensive, and among them he is well remembered for the strict integrity which characterized all his dealings, and beloved for personal attributes which endeared him to all. After 1878, he lived in New Bedford. He was president of The National Bank of Commerce there and owner in various industries, and maintained his social relations in New York in part through the Union League, Down Town and New York Yacht clubs and the New England Society, to which he belonged, and in part through a wide social acquaintance among cultivated people.

HORATIO HATHAWAY, merchant, New Bedford, Mass., a man greatly honored in that city, was born there, May 19, 1831. One of the heirs of his uncles, Francis S. and Thomas S. Hathaway, owners of whaling and freighting ships and extensively engaged in trade with China and the East Indies, Mr. Hathaway succeeded to their business. He has carried on the trade with success and is yet the leading merchant in that line in the city. Prosperity has led him into various investments and several positions of responsibility. He is president of The Hathaway Manufacturing Co., a large cotton mill, employing 100,000 spindles and 1,000 operatives, The Acushnet Mills corporation, having 108,000 spindles and 1,200 operatives, and of The Union Cotton Manufacturing Co. of Fall River, and is also identified with The Mechanics' National Bank and The New Bedford Institution for Savings. The New York Yacht club of New York city claims him as a member.

SAMUEL T. HAUSER, banker and miner, Helena, Mont., originated in Falmouth, Pendleton county, Ky., Jan. 10, 1833. Educated as a civil engineer, he found his first employment, in 1854, on The Missouri Pacific Railway, but several years later followed the throng of emigrants to the Northwest, and, in 1862, prospected the upper waters of the Missouri river as far as Fort Benton and the upper waters of the Columbia river. In the Fall, he came East as far as the Bannock mines, and spent some time in mining in that region, and, in 1863, prospected along the route of the Lewis and Clarke expedition as far as the Yellowstone valley.

Having accumulated sufficient means, Mr. Hauser opened a bank in Virginia City, Mont., in 1865, in partnership with N. P. Langford, and has since been closely identified with the business interests of that region. The pioneer smelting works of Montana were built by him in 1865, as well as the first silver mill in the Territory. Montana was cursed in the early days by lawless and reckless men, whose crimes finally led the conservative element to organize a Vigilance Committee. Mr. Hauser was one of the active members of this committee, and by skillful, energetic and courageous management, the ruffians who had terrorized the Territory were punished or driven off, without the loss of a single member of the committee.

In 1866, Mr. Hauser organized The First National Bank of Helena, which city has since been his home, and The St. Louis Mining Co., of Phillipsburg, now known as The Hope Mining Co. Few men in Montana came to the front thereafter more rapidly than he, and his vigor and ability were recognized, in 1866, by appointment as Territorial Governor for two years. He organized The First National Banks of Missoula, Butte and Benton, and is a large stockholder in each, although unable to serve them as president. Several branch railroads in Montana, now united as The Northern Pacific & Montana, were built by him under contract. The Helena & Livingston Smelting & Reduction Co., of which he is president, was organized by him. Mr. Hauser has also borne a part in the development of the real estate interests of Helena and other cities. He is a Democrat in political faith, and one of the managers of the party.

HENRY ALANSON HAYDEN, railroad builder and miller, born in Springfield, Otsego county, N. Y., March 28, 1817, the son of Hezekiah and Hannah Hayden, died Dec. 4, 1895, at his home in Jackson, Mich. The parents of Mr. Hayden were originally from Windsor, Conn., and descendants of settlers who arrived there in 1634. From 1829 to 1834, Mr. Hayden was employed as salesman under a brother in a store in Buffalo, N. Y., but, in 1834 he set sail on the Lakes as cabin boy and supercargo on a steamer trading from Buffalo. In 1835, the brig *Indiana*, the first of its class on Lake Erie, employed him as royal yardsman. Mr. Hayden thought of entering the Navy at that time, but eventually accepted the proposal of an uncle in Cleveland, made his home with him, and took a course in civil engineering under Mr. Backus. Then, fortified with letters, he went to Detroit, in 1837, and as axeman, rodman, superintendent of repairs and paymaster, served The Michigan Central Railroad until the line had been put into successful operation as far as Jackson. While in the field with surveying parties, Mr. Hayden was the only man who did not succumb to fever and ague. In 1838, he established his home in Jackson, and, in 1839, begun the manufacture of flour. Resigning from the railroad in 1844, he gave his attention to a storage and commission business, and, in 1851, formed the firm of H. A. Hayden & Co., in company with Wiley R. Reynolds, owners of the *Ætna* and Kennedy mills, capacity

100,000 barrels of flour annually, and general merchants of merchandise, grain and flour. The sale of merchandise ceased in 1868, and the trade in grain and flour in 1885. When The People's National Bank of Jackson was founded, in 1865, Mr. Hayden took the first presidency for four years, and always held a large interest in its stock. He sat in the Legislature in 1863-64, gave a cordial support to all War measures, and served as first president of The Jackson, Lansing & Saginaw Railroad for several years. The family made a tour of Europe in 1872. Mr. Hayden held several public positions, including those of County Surveyor, chief engineer of the local fire department, and in 1875, Mayor of Jackson, and was always an earnest, upright and public spirited man. The Episcopal church, which he attended, made him a warden and often a delegate to general conventions. In 1843, he married Miss Mary E. Aldrich, of Genesee county, N. Y., who died March 15, 1862. Seven children were born to them. Those living are Mrs. John D. Clark, Mrs. A. B. Robinson and Henry Hayden, of Jackson, and Mrs. F. L. Bliss, of Detroit. Those departed were Mrs. C. E. Bennett, who died in 1872; William Henry Hayden, who died in 1852; and Kate, who died in 1886. In 1862, Mr. Hayden married Miss Mary Powers Stevens, of Jackson, and they have one daughter, now Mrs. C. C. Ames. His life was one of tranquil enterprise, never interrupted by want or serious misfortune.

PETER HAYDEN, manufacturer, Columbus, O., a man of notable abilities, who died, April 6, 1888, at his home in Columbus, at the age of eighty, first saw the light in the Berkshire hills in Massachusetts, near the birthplace of the poet, William Cullen Bryant. After receiving a good education, Mr. Hayden removed to Columbus, O., confident of his own deserts and willing to "put his fate to the touch, and win or lose it all." That he succeeded, and died in the prestige of commercial honors, honestly and bravely won, is known to most of the older merchants of the United States. From dealings in saddlery hardware and kindred supplies, he went on to manufacture them in various shops, including a large establishment in Columbus, and for a long time in the State's Prison in Auburn, N. Y., being a member of The Hayden & Letchworth firm in the city last named. Late in life, Mr. Hayden consolidated his interests in a corporation, entitled The Hayden Saddlery Hardware Co., having its headquarters in Columbus and a capital stock of \$1,000,000. He was also principal owner of The Haydenville Mining & Manufacturing Co., and founder of The Hayden National Bank, and the village of Haydenville, O., was one outgrowth of his industry. As chief executive of The Saddlery Hardware Association, and official of several other corporations, his associates found him always judicious, useful and efficient. Many evidences of a cultivated taste adorned his home. Charles H. Hayden, one of his sons, is treasurer of The Hayden Saddlery Hardware Co., while William B. Hayden, another son, is president. Albert, the third son, lives in Chicago, and all are owners in the Hayden group of enterprises. His three daughters are Mrs. Dr. Henry B. Sands of New York, now deceased, Mrs. Kate Hone of Columbus, and Mrs. Boyd of Auburn, N. Y.

FRANCIS B. HAYES, lawyer and man of affairs, Boston, Mass., who died Sept. 20, 1884, in Lexington, Mass., at the age of sixty-four, was a native of Berwick, Me. From boyhood, Mr. Hayes was the superior of most of his companions in mental ability, and after his parents had sent him to Harvard college, whence he graduated in 1839, he studied law, and fully justified every expectation entertained of him. Well advised as

to the most lucrative branches of practice, he devoted himself at his office in Boston assiduously to corporation law, and thus became the attorney and in time a stockholder and director of railroads. He was constantly employed in important cases and received unusual fees for his services. Among his railroads were The Old Colony, The Boston & Maine, The Atlantic & Pacific, and The St. Louis & San Francisco, of each of which he was a director. Real estate was a favorite investment with Mr. Hayes, and at least half of his handsome fortune of more than a million, was invested in this class of property. He gave liberally to the Berwick academy, and to Dartmouth and Harvard colleges and Phillips academy at Andover. In 1860, Mr. Hayes married Mrs. Margaret Marriot Wilson of Baltimore, a daughter of Gen. William H. Marriot, one of heroes of the defense of that city in 1814. Soon after his marriage, he bought the house of John E. Thayer on Mount Vernon street in Boston, and made it a favorite resort for men of letters, who were attracted by Mr. Hayes's charming manners and broad culture and by a remarkable library of rare and curious books, which had been gathered during many years of collecting. Upon a country estate at Lexington, Mr. Hayes indulged a taste for farming, his gardens being among the finest in New England. Under his will, his wife, Mrs. Margaret M. Hayes, received a half interest, the whole property to go eventually to his son, Francis B. Hayes, jr. The latter died in 1895.

WILLIAM JAMES HAYES, manufacturer and banker, Cleveland, O., was born in New Lisbon, Columbiana county, O., Oct. 11, 1837, where his father, James Hayes, carried on mercantile business. At a remote period in history, his paternal ancestor came from Ireland and his maternal ancestor from Holland. When only a babe, Mr. Hayes had the misfortune to lose his father, who was killed by a runaway horse, and when the lad was about five years of age, his mother removed with the family to near Ravenna, O., and settled on a farm. There the boy remained, attending the district school until the age of twelve, becoming well grounded in the elements of farming and acquiring the vigor of constitution, which in later life has enabled him to endure great labors and has promoted success. Then he learned the trade of a painter. The old farm and homestead are yet owned by Mr. Hayes, who has since enlarged the estate to two hundred acres and erected thereon a fine country residence, where the family spend their Summers. It is reported that Mr. Hayes said, on leaving the farm to go to Cleveland, that as soon as he could get \$10,000 together, he would return and buy the old place; but it was not until 1885 that he found the time to indulge in this luxury.

At the age of seventeen, Mr. Hayes went to Cleveland to live with his uncle, John Hayes, an extensive coal mine operator and discoverer of the famous Cliff iron mine, and became his bookkeeper, and, in order to fit himself for new duties, spent some time in mercantile college. In this capacity, he remained until nearly his twenty-first year, when, through the influence of his uncle, he entered the employment of the rolling mill firm of Stone & Chisholm, as bookkeeper and manager of a large general store. This position he held for about eight years. When the firm of Stone & Chisholm became The Cleveland Rolling Mill Co., Mr. Hayes was made assistant manager under Henry Chisholm. He had meanwhile become interested with several men of the Eighteenth Ward of Cleveland in the manufacture of wire, and, on the organization of the rolling mill company, Mr. Chisholm induced Mr. Hayes to incorporate his wire interests therewith, paying him an equivalent in stock in the rolling mill company and giving him the superintendency of the wire mills. The outcome proved satisfactory



W. J. Hayes

to all concerned. The wire mills have continued to grow until they have become the largest in the country, employing 7,500 men, their annual output aggregating 60,000 tons. It should be noted that Mr. Hayes is, in fact, a pioneer of wire manufacture in the West, his mill being the second of any magnitude in the United States.

He was married, Oct. 11, 1858, to Miss Sarah, daughter of George P. Burwell of Cleveland, and his two sons are Harry E., born June 6, 1860, and William L., born June 21, 1862, both of whom attended the public schools of Cleveland.

In April, 1882, Mr. Hayes helped found a private banking firm for general banking but more particularly to deal in municipal bonds. Judging from reports, the illegally issued bonds rejected by this house each year exceed the actual purchases of many other houses the entire twelve months. His son, Henry E., entered the bank and is now a recognized authority on municipal bonds, while William L. remained as his father's assistant at the wire mills, where he has since gained a reputation among wire makers by his own labor-saving inventions.

In 1883, Mr. Hayes bought out the interest of a large wholesale grocery firm, associated with himself three junior partners, and the firm became W. J. Hayes & Co.

Jan. 1, 1886, the banking firm was succeeded by W. J. Hayes & Sons, who assumed all the deposits, assets and liabilities and purchased the good will of the business. The bank is now a rising institution, transacts general banking in all its forms, and stands high in the estimation of business men. The name of William James Hayes is a synonym for honor and uprightness. Successful for over twenty-eight years in various business enterprises, he has amassed considerable wealth, and an institution having his backing stands on a firm financial foundation. Mr. Hayes possesses business acumen, clear insight and ability to manage, control and direct. He is unassuming in manner, of pleasant mien, cheerful disposition, and a Christian gentleman.

JOHN CUMMINGS HAYNES, publisher of music and capitalist, is a son of John Dearborn and Eliza Walker Stevens Haynes, and was born in Brighton, now a part of Boston, Sept. 9, 1829. The paternal ancestor, Samuel Haynes, a thrifty farmer, came to America from Shropshire, England, in 1635, and settled at Strawberry Bank, now Portsmouth, N. H., where he gained prominence among the leading colonists and took active part in organizing the First Congregational church, of which he became a deacon. On the maternal side, Mr. Haynes is of Scotch-Irish lineage, of the Gilpatrick family, and many descendants of this excellent and thrifty stock are yet living at Biddeford, Me., where the first settlement of the family was made.

John C. Haynes received his education in the public schools of Boston, finally entering the English High School, from which he withdrew, at the age of fifteen, his parents being in need of his youthful and energetic assistance. In July, 1845, he entered the employ of the late Oliver Ditson, the widely known music publisher, who, upon Jan. 1, 1851, six years later, gave him an interest in the business. Jan. 1, 1857, Mr. Haynes became a partner, the house assuming the firm name of Oliver Ditson & Co. During his active membership in the firm, Mr. Haynes brought to it quick intuition, ability and force of character, and these qualities have been invaluable in the development of one of the great industries in this country. The death of the famous founder of the business, Oliver Ditson, in December, 1888, led to the formation of a corporation consisting of the remaining partners of the firm, Mr. Haynes and Charles H. Ditson, son of Oliver Ditson, and the executors of the Ditson estate. Several of



John C. Haynes

the best of the young men who had grown up in the business were also, through the influence of Mr. Haynes, admitted as stockholders. The corporation was organized under the laws of Massachusetts, as The Oliver Ditson Co., and Mr. Haynes is its president. Headquarters are occupied in the large buildings, Nos. 453-463 Washington street, in Boston, and branch houses are maintained as follows: John C. Haynes & Co., Boston; Charles H. Ditson & Co., New York; and J. E. Ditson & Co., Philadelphia.

The growth of this mammoth publishing house has been coincident with the progress of musical taste, culture and education in the United States, while its influence in the promotion of these refining art factors can scarcely be estimated. The large and valuable house of the New York city branch, corner of Broadway and Eighteenth street, was erected under Mr. Haynes's direction, as was also their building in Philadelphia, at No. 1228 Chestnut street.

Mr. Haynes's large and successful real estate ventures have placed him in possession of many valuable properties, which materially add to the assessed valuation of Boston. His self-elevation to prominence among the leading business men and financiers of the renowned old city, is an example for all young men who are struggling for a foothold in life. Beginning in the humblest manner as an errand boy, he secured his employer's confidence by unremitting energy and attention to the business; and, by making himself invaluable in the furtherance of that gentleman's interests, rose step by step to higher positions. When he began his career, the business was yet in its infancy. He is now one of the fathers of the great music publishing business of the United States.

A contemporary says of Mr. Haynes: "He is a rare judge of character; and this is specially evident, when one looks at the men whom he has placed in charge of his many ventures. He selects with a discriminating and almost unerring eye, and then throws the entire responsibility of labor upon the person selected. This places men upon their mettle; and while they feel that the chief has an eye upon their work, they also know that he never interferes in a finicky manner with what they have in charge. He has so much to attend to in looking after results, that he is forced to leave details to his subordinates. The love which his employes bear him is proof of the cordial respect and esteem, which he has created among those who surround him in various capacities. Personally, Mr. Haynes is one of the most genial and approachable of men. He is ever ready to listen when appealed to, and his sure and ripe judgment never fail to solve a proposition placed before him."

When a young man, Mr. Haynes assisted in organizing The Franklin Library Association; and his part in its debates and literary exercises for many years was of great advantage to him in his early training and culture. He is a life member of The Mercantile Library Association, The Young Men's Christian Union, The Woman's Industrial Union and The Aged Couples' Home Society, one of the trustees of The Franklin Savings Bank, a director in The Massachusetts Title Insurance Co. and a vice president and director of The Massachusetts Homeopathic Hospital. He was for many years treasurer, and now is a director, of The Free Religious Association of the United States. The Massachusetts club, the Home Market club, and The Boston Merchants' Association, claim him as a member, also. He is president of The Music Publishers' Association of the United States, which has been in existence about thirty-five years, and during all this time has been an active and influential member.

In religious, social, political and scientific subjects, Mr. Haynes has always displayed a lively interest. For many years, he has been president of The Parker Memorial Science Class, which holds its sessions every Sunday during eight months of the year. In early life, after having been a pupil in one of Boston's Baptist Sunday Schools, he became interested, in 1848, in the preaching of Theodore Parker. About two years previously, the Twenty-eighth Congregational Society was organized "to give Theodore Parker a chance to be heard in Boston." Mr. Haynes served for many years as chairman of its standing committee, and took an active part in later years in the construction of the Parker Memorial Building, and largely instrumental in its transfer to The Benevolent Fraternity of Churches in Boston, the object of this transfer being to perpetuate the memory of Theodore Parker in charitable, educational and religious works. He was one of the organizers of The Parker Fraternity of Boston, which was for many years a powerful social and religious society. The Parker Fraternity Course of Lectures, initiated by this society, because of the exclusion of Mr. Parker from the lecture platform of Boston, were sustained for nearly twenty years, and were conspicuous for their influence in molding and directing public opinion, especially during the War of the Rebellion and the years of reconstruction immediately following. In the first course, in 1858, Mr. Parker delivered his celebrated lectures on Washington, Franklin, Adams and Jefferson.

In late years, Mr. Haynes has been connected with the Church of the Unity, of which Rev. Minot J. Savage is the minister.

Mr. Haynes joined the Free Soil party when a young man, casting his first Presidential vote, in 1852, for John P. Hale. Following his party into the Republican ranks, he is yet identified therewith. He was a member of the Boston Common Council during four important years, 1862-65, and during that time made strenuous efforts to further such plans and incidental legislation as should enable Boston to furnish its quota of volunteer soldiers for the suppression of the Rebellion. Mr. Haynes also refers with justifiable pride to his strenuous advocacy of a measure, which shortly became successful, to secure the opening of the Public Library on Sundays. Since then, he has been often solicited to assume public office, but has declined. He is a generous patron of many of Boston's charitable, educational and business associations.

Mr. Haynes is a man of strong physique, alert mind, fine character and refined taste. His influence in promoting musical culture throughout the country, as well as in developing the business of the great publishing house, is inestimable.

In May, 1855, Mr. Haynes was united in marriage to Fanny, daughter of the Rev. Charles and Frances Seabury Spear. Theodore Parker performed the marriage ceremony. Of this union were seven children: Alice Fanny, now Mrs. M. Morton Holmes; Theodore Parker, deceased; Lizzie Gray, now Mrs. O. Gordon Rankine; Jennie Eliza, wife of Frederick O. Hurd; Cora Marie, now Mrs. E. Harte Day; Mabel Stevens, and Edith Margaret Haynes.

ROBERT SEMPLE HAYS, merchant, Pittsburgh, Pa., a son of the late William and Lydia Semple Hays, is a native of Pittsburgh and has dwelt there since his birth, Jan. 16, 1809. From the Irish ancestor of this family he has inherited courage, enterprise and sound character. William Hays was a tanner, and Robert naturally adopted the same trade at first, but engaged afterward in canal navigation as a member of the firm of D. Leech & Co. When railroads multiplied in the land and overshadowed the

slower form of transportation, Mr. Hays embarked in mercantile business in Pittsburgh, and, about forty years ago, found himself able to retire and did so. From its origin, Mr. Hays held a seat in the directorate of The First National Bank of Pittsburgh, and was also in The Western Insurance Co., and numerous other corporations, but all, or nearly all, of these trusts were resigned several years ago. Mr. Hays has also been a shareholder in The Pennsylvania and other railroads. Mary Jane, his wife, daughter of James Brown of Pittsburgh, died in 1884, leaving no children.

ROWLAND GIBSON HAZARD, LL.D., a remarkable man, author, mill owner, metaphysician and public official, born in South Kingston, R. I., Oct. 9, 1801, died June 24, 1888, in Peacedale, R. I., where he had spent the most of his life. The family was one of the oldest in Rhode Island. Initiated in early youth into the methods and management of woolen manufacture in Peacedale, he pursued this industry until his death and acquired a large fortune in the production of woolen goods and shawls in the village. Toward the last, as the result of conclusions evolved from his own mind, the mills were conducted upon the co-operative plan. The village, its lands and interests were almost wholly under the sway of Thomas Robinson Hazard and himself. Some of his capital found investment in railroads and a part of it was disbursed in numerous small sums for charitable purposes. His public spirit found expression in a thousand ways, and from Mr. Hazard's restless brain sprang numerous essays on political morality, science, the tariff, labor, causation, and purely literary topics. He inclined toward a low tariff and always opposed slavery. In 1841-42, while yet a young man, happening to be in New Orleans, he secured the release of several free negroes from the North, sailors who had been seized and placed in the chain gang. Threats of lynching did not intimidate him and he clung to his purpose until he achieved it. At home, he sat in the lower house of the State Legislature, in 1851-52 and 1854-55, and in the State Senate, 1866-67. Brown university made him A.M. in 1845, and in 1869 LL.D. Some of the topics on which he wrote were "Language: Its Connection with the Constitution and Prospects of Man," "The Adaptation of the Universe to the Cultivation of the Mind," "Causes of the Decline of Political and National Morality," "Philosophical Character of Channing," "Duty of Individuals to Support Science and Literature," "Resources of the United States," "Freedom of the Mind in Willing," "Finance and Hours of Labor," and "Causation and Freedom in Willing."

GEORGE HEARST, financier, San Francisco, Cal., born on a farm in Franklin county, Mo., Sept. 3, 1820, spent thirty years in agriculture, and, in 1850, migrated to California, with a definite determination to secure the financial ease denied him in early life. For ten years, he prospected in the mining regions with some success. He joined the rush to Nevada, when the Comstock lode was discovered, and, in spite of difficulties, which exhausted him and disposed him to turn back, he toiled on, dreading lest he might be too late, yet hoping that he might reach his destination in season. All that he had in the world was put into the Ophir mine, and in five years Mr. Hearst was a rich man. Mr. Hearst rapidly gained fame as a mining expert. His judgment on the value of a mine seemed to be infallible, and he soon owned profitable properties of that description all over the Pacific coast.

In conjunction with Mr. Haggin and Mr. Tevis he also acquired large landed interests. The skill and firmness with which he seized upon opportunity, were exem-

plified in one bold operation. Obtaining early information of the capture of Geronimo, the famous Apache chief, he bought, for \$200,000, and before the news was generally known, a tract of land over the border in Mexico, which had been exposed to Apache raids and could not be sold to advantage. The land is now worth several millions. With J. B. Haggin, Mr. Hearst became one of the controlling owners in the Homestake group of mines in the Black Hills, S. D., and he held the largest interest in the great Anaconda copper mine, the richest in the world, at Butte City, Mont., and many similar properties.

Mr. Hearst acquired *The San Francisco Examiner*, now owned by his son, William R. Hearst, and turned it from an evening paper of small circulation, into the leading Democratic morning daily of the Pacific coast. At one time he represented his State in the United States Senate. His death occurred in San Francisco, Feb. 28, 1891. His son has lately extended his enterprise in the field of journalism to New York city and in 1895 became proprietor of *The Journal*, a morning newspaper there, to which he is devoting much attention.

STAFFORD R. W. HEATH, merchant, Newark, N. J., born on the farm of his father, Daniel Heath, at Basking Ridge, N. J., July 8, 1820, received the teaching and training of a farmer's boy. When fourteen years of age, his parents found employment for him in the dry goods store of David Smith, Newark, N. J. Three years later, young Mr. Heath went into the store of Guild & Alling, where, by rigorous self-denial, he saved enough money to start a small store of his own, and in March, 1841, he became a merchant in partnership with a fellow clerk, under the title of Heath & Crowell. The young men attracted a profitable trade from the start. In 1845, Mr. Crowell retired and Daniel R. Heath, a brother, joined, and the name became Heath Bro's. In 1847, it was changed to S. R. W. Heath, and, in 1851, to S. R. W. Heath & Co. Mr. Heath was a very capable merchant, and he enlarged his business steadily, until it stood at the head of the dry goods trade in Newark. The store was moved, April 1, 1884, to a spacious home at No. 777-779 Broad street. In 1862, Mr. Heath became president of The Firemen's Insurance Co., and after 1884 devoted himself mainly to that company. His judgment and influence were so excellent, however, that leading gentlemen of Newark solicited him to share in the management of other corporations, and he became a director of The Newark City National Bank, The Newark & Rosendale Cement Co., The Peters Manufacturing Co., The New Jersey Mutual Life Insurance Co., and The American Trust Co. Several estates were left to him to administer. He was also a trustee of Rutgers college, and from 1875 president of the Board of Domestic Missions of the Reformed Church. His death took place, Dec. 2, 1888, in Newark. Early in life, he married a daughter of Archibald Woodruff. Mrs. Heath survived him with three daughters, Mrs. S. H. Hawes of Richmond, Va., and Mrs. F. H. Douglass and Mrs. E. H. Peters of Newark.

EMIL SOLOMON HEINEMAN, merchant, Detroit, Mich., a native of Newhausen-Oste, Germany, Dec. 11, 1824, and born in obscure station, died in Detroit, May 10, 1896, so rich, progressive and prominent, that a special meeting of the Chamber of Commerce was called to pass appropriate resolutions and listen to eulogies by leading merchants. Educated for a practical career, he came to the United States in 1850, with the reluctant consent of his father, and after a short stay in Cincinnati, found employment in David Amberg's clothing store in Detroit as a clerk. In 1853, he

opened a clothing store of his own on the site of the present Merrill block, Woodward and Jefferson avenues, and when, with other merchants, he saw his store disappear in flames in the fire of 1854, resumed business under the old National Hotel, now the Russell House. During the Civil War, large quantities of clothing for the Union volunteers were bought from Mr. Heineman, and this gave him considerable capital. After 1862, he conducted a wholesale trade exclusively, with two brothers-in-law, under the style of Heineman, Butzel & Co. The store was established on Jefferson avenue in 1871. Mr. Heineman conducted business in a spirit of venture and progress and was at all times closely attentive to the opportunities of his times and exceedingly enterprising in making the most of them, and was able in 1880 to retire with a fortune. To some extent he operated in real estate and erected a fine building on Cadillac Square in 1885. He was one of the first subscribers and a director of three important concerns, The Detroit Fire & Marine Insurance Co., The Michigan Life Insurance Co., and The Belle Isle & Fort Wayne Street Railway, being also treasurer of the latter, and had profitable interests in Lake Superior mines. Special attention was paid throughout life to the Temple Beth-El, and the charities of his race and faith. Mrs. Heineman was Miss Fanny Butzel of Peekskill, N. Y., whom he married in 1860. She survived him with four children, Solomon E., of The Michigan Capsule Co.; Flora, wife of Charles M. Thurnauer of Cincinnati; Emilia, wife of Benjamin Pritz, and David E. Heineman, lawyer.

CHARLES P. HEMENWAY, Boston, Mass., a native of Groton, in the same State, died at his home on Beacon street, Boston, Jan. 26, 1893, at the age of seventy-four. Augustus Hemenway, his father, was a famous merchant of the last generation in America, and gained a fortune, such as few possess, in sailing ships and in trade with South America and with Canton, China, founding also one of the most influential families of the city of Boston. It is supposed that the old merchant left nearly \$20,000,000 to his wife Mary, daughter of Thomas Tileston, the New York merchant, and his four children, Amy, wife of Louis Cabot, of Brookline; Mrs. W. E. C. Ustis, of Milton; and Augustus and Charles P. Hemenway. Mrs. Hemenway lived in a large, old house at No. 40 Mount Vernon street, and survived her husband until March 6, 1894, becoming noteworthy for her charities, public spirit and interest in education. Lavish gifts were made for schools in the South and among the Indians, and for orphan asylums and the leading institutions in Boston. Industrial schools in Roxbury and Boston, and a cooking school, were all founded by her. Charles P. Hemenway, well taught and carefully trained, became connected, at the age of twenty, with the firm of Hemenway & Browne, merchants in the China and South American trades, established by his father, and at one time represented the house at Valparaiso and elsewhere abroad for years. Returning to America in 1857, he took charge of the business in Boston, his brother's health being in a precarious condition, and remained at the head of affairs until the palmy days of the China trade drew to a close. Thereafter, the care of a large fortune fully occupied his time and attention. Mr. Hemenway became trustee of the estate of his father, and was also a director in The Phenix National Bank, in New York city, and vice president of The Massachusetts Hospital Life Insurance Co. Although a reserved man, he was not unsocial and was a member of the Temple club. He was one of the oldest inhabitants of Swampscott. His brother and two sisters, as well as his wife and four daughters, survived him.

SAMUEL FREEMAN HERSEY, lumberman, Bangor, Me., born in Sumner, Me., April 12, 1812, while that region was yet a province of Massachusetts, died at his home in Bangor, Feb. 3, 1875. He received a fair education at the public schools and Hebron academy and held a place for a few years as clerk in a bank, but his active nature led him to withdraw from that pursuit, in 1844, to become a merchant. Engaging, afterward, in the lumber business in the woods of Maine, and with much success, he extended his operations, after the big pine had been cut off in Maine, to Minnesota and Wisconsin, and bought large tracts of pine timber in those States from which he sold the logs. The famous firm of Hersey & Bean, which he established, is yet in active business in Stillwater, Minn. Mr. Hersey became interested in public affairs early in life and was elected to the Maine Legislature, in 1842, 1857, 1865, 1867, and 1869. In 1851-52, he served in the Executive Council of the State. In politics, always a Republican, he attended the national conventions of his party, in 1860 and 1864, as a delegate, and, in 1864-65, performed the labors of a member of the Republican National Committee. In 1872, he was honored with an election to Congress. During his energetic, upright and successful life, Mr. Hersey acquired a fortune of several millions, from which he made liberal gifts to philanthropic objects. The city of Bangor received \$100,000 from him for a public library and Westbrook seminary a large benefaction, while a Summer retreat on the Penobscot river for the Universalist Sunday School of Bangor was also established by him. Mrs. Emily M. Hersey, his wife, survives him.

HENRY HEWITT, jr., lumberman, Tacoma, Wash., a native of Lancashire, Eng., Oct. 22, 1840, was brought by Henry Hewitt, his father, a farmer, to America the year the boy was born. The senior Hewitt spent several years in contract work in Racine, Wis., and upon the Illinois canal, and then took up a farm near Milwaukee, moved into town in 1848, and later lived in Neenah and then Kaukauna, Wis. He is yet living.

Henry Hewitt, jr., helped his father as time keeper and overseer, and at the age of seventeen, gained some experience in lumbering in Wisconsin. At the age of eighteen, he built a lock and dam at Portage, Wis., for The Fox & Wisconsin River Improvement Co., taking his pay in timber lands. In looking after these lands, Mr. Hewitt gained a clue to wealth, and having made the sum of \$20,000 in contract work, he invested the whole in partnership with his father in timber lands and started a number of logging camps. The two men made money during the War, but, in 1865, the father, fearing a panic, sold his interest to the son, who made \$30,000 by the transaction. The Hewitts then, in 1870, established a bank in Menasha, Wis., and the son went on to extend his ownership of pine lands in Wisconsin and Michigan and to buy a controlling interest in mineral lands in the Lake Superior region, all of which yielded an excellent return. Then followed the purchase of stock in The Manufacturers' Bank of Appleton, Wis., of which Mr. Hewitt became vice president, and the building of a smelter in Arizona, near the Mexican line. In 1888, reports concerning the iron, coal and timber lands of Washington induced Mr. Hewitt to visit that region.

With Chauncey W. Griggs, he secured a contract from The Northern Pacific Railroad for the sale of 80,000 acres of fir timber near Tacoma, and organized The St. Paul & Tacoma Lumber Co., with \$250,000 capital, of which Mr. Hewitt is treasurer, and which has since shipped 50,000,000 feet of lumber in one year. He is now president of The Wilkeson Coal & Coke Co. of Tacoma, and connected with the Tacoma smelter, The Tacoma Bituminous Paving Co., The Hewitt Investment Co. and The Tacoma Ice

& Refrigerating Co. The latest, perhaps his most important work, has been the founding of the manufacturing town of Everett on Puget Sound, at the mouth of the Snohomish river, in company with John D. Rockefeller, Charles L. Colby, Colgate Hoyt, E. H. Abbott, and others. Mr. Hewitt hopes to make this town the Chicago of the Far West, and has certainly wrought wonders so far.

In 1865, Mr. Hewitt married Miss Rocena L. Jones of Wisconsin, and has three sons and two daughters, and now makes Tacoma his home.

WILLIAM PROCTOR HEWITT, manufacturer, Menasha, Wis., was born on a farm near Racine, Wis., June 20, 1848, son of Henry Hewitt, sr., and Mary Proctor, his wife. The mother died in 1854. Both parents were natives of Yorkshire, Eng. The senior Hewitt became in time president of a bank in Menasha. William was taken out of the public schools at fourteen to clerk for two years in The Bank of Neenah, Wis. At eighteen, he took the management of the Menasha Woolen Mills, has continued therein ever since, and is now sole owner, although Henry Hewitt, jr., now of Tacoma, Wash., was a partner until June, 1895. The old name of W. P. Hewitt & Co. is retained by the present proprietor. Mr. Hewitt bears an excellent reputation, and is the leading citizen of Menasha, promoting every local enterprise which commends itself to his judgment, and being now vice president of The Bank of Menasha and president of The Hewitt Land & Mining Co., The Hewitt Water Power Co. and The Arkansas Land Co. Jan. 28, 1873, he married Mary Brewer, and is the father of Henry B. Hewitt, now a student at Harvard, and Morgan and John Hewitt. No doubt, Mr. Hewitt had the advantage of setting forth in life under the direction of a successful father, but how many are there, similarly fortunate, who can give so good an account of their stewardship?

GEN. ANDREW HICKENLOOPER, civil engineer, Cincinnati, O., born in Hudson, O., Aug. 30, 1837, is a son of Andrew Hickenlooper, a native of Westmoreland county, Va., July 22, 1795, and an engineer and contractor. The family has long been resident in America, the paternal grandfather of General Hickenlooper having come to the new world from Holland in 1693, locating in Pennsylvania. Upon his mother's side, his grandfather, Edward Cox, emigrated from the North of Ireland in 1792, to Chambersburg, Pa., and there his mother was born, Sept. 6, 1797.

General Hickenlooper received an excellent education at St. Xavier and Woodward colleges in Cincinnati, and in 1854, began to fit himself by study for the profession of surveyor and civil engineer. After a short experience in the survey of government lands, he entered the office of the City Civil Engineer of Cincinnati at the age of nineteen and displayed so much ability that, in 1859, he became City Engineer himself.

During the Civil War, he entered the Union army as Captain of a battery of artillery, and joined General Frémont in Missouri, serving thereafter in various capacities with distinction in the western and southern campaigns until the end of the War, when he commanded the 3d Brigade, 4th Division, 17th Army Corps. He was present in the battles of Pittsburgh Landing, Iuka, Corinth, Port Gibson, Raymond, Jackson, Champion Hills, and the siege of Vicksburg, and in all the battles incident to the Atlanta campaign, the historical March to the Sea, and the campaign in the Carolinas, which closed the War. Always a gallant and efficient soldier, as intelligent as he was brave, he was repeatedly promoted for his energy and ability, and was mustered out in 1865, a brevet Brigadier General.

The returning volunteers found nearly all the places of emolument at home already filled, but General Hickenlooper became for four years, United States Marshall for the Southern District of Ohio, and then again Civil Engineer of Cincinnati. In 1872, he had the good fortune to be elected vice president of The Cincinnati Gas Light & Coke Co., and in 1877, president. In this position, which he has held until the present time, General Hickenlooper has found a field for utilizing his long experience as a civil engineer and leader of men and for the exercise of business abilities of a high order. He has greatly extended the operations of the company, become an authority on the manufacture of illuminating gas, and by judicious and honorable methods has gained ample means. He was elected Lieutenant Governor of Ohio, in 1879, but has ever since declined political honors. He is a man of social inclinations and a member of numerous clubs and societies. Feb. 13, 1867, he was united in marriage to Maria L. Smith, and their six children are Charles, now deceased; Sarah, Amelia, Katharine, Andrew and Smith.

CHARLES HICKOX, for over fifty years a resident of Cleveland, O., where he died in 1890, was born in Connecticut, in 1810, the youngest of four brothers, his parents being of English origin. In 1815, his father's family removed to Ohio and engaged in farming, the sons then receiving only the education afforded by village schools. At the age of twenty-one, Charles Hickox moved to Rochester, N. Y., where he acquired his first business experience. Six years later, in 1837, he settled in Cleveland, and was soon identified with many of its business interests, becoming at different times a commission and forwarding merchant, vessel owner, merchant miller, president of The Republic Iron Co., and director of several banks and railways, among the latter The Toledo & Ohio Central Railway, of which he and Judge Stevenson Burke owned the control. In business, he was noted for his fairness, good judgment and courage; while in politics he was a strong Abolitionist and Republican. Tall and erect in person, the vigor of his mind and body remained unimpaired until the last. In 1843, he married Laura, daughter of Judge Francis Freeman of Warren, O., who survived him with three sons and one daughter.

FRANK WAYLAND HIGGINS, financier, Olean, N. Y., son of the late Orrin Trall and Lucia C. Higgins, is a grandson of Dr. Timothy Higgins, a pioneer of Allegany county, N. Y., in 1818. The ancestor settled at East Haddam, Conn., about 1650.

Orrin T. Higgins, best known as a dealer in pine lands, was at one time agent for Jay Cooke, the leader in the building of The Northern Pacific Railroad. Owing to the fact that Mr. Higgins had guaranteed some of the bonds sold by Jay Cooke & Co. in the vicinity of Olean, he was compelled to redeem a large amount of the bonds when the financial crash came. Mr. Cooke then owned vast tracts of prairie and pine lands in the West, and upon a settlement with Mr. Higgins, the pine lands were transferred to the latter as his indemnity, at about a tenth of their value. The constant tide of immigration into the West finally gave great value to the lands, and Mr. Higgins added to his possessions by purchasing other tracts from the government. Originally, Mr. Higgins's property was prized for its building timber, but later iron ore was discovered, and one tract of forty acres is said to have paid a royalty of \$300,000 in one year.

Frank W. Higgins was born in Rushford, Allegany county, N. Y., Aug. 18, 1856, and was taught at Pike seminary and Riverview military academy. He began life as a sales agent for lubricating oils in Chicago, going afterward into business in Denver,

Colo., and Stanton, Mich. At the death of his father, he inherited property and has since been occupied with the development of pine lands in Michigan, Wisconsin and Minnesota, iron mines in the State last named, and in real estate, mercantile and banking business in New York State. The Higgins Land Co., The Exchange National Bank of Olean and three large stores are among his business ventures. Mr. Higgins has taken part in public affairs and was elected State Senator in 1893 and 1895. He belongs to the Masonic and Odd Fellows orders, the Olean club, and other social organizations. To him and his wife, Kate C. Noble, whom he married at Sparta, Wis., June 5, 1878, have been born Orrin T., Josephine and Frank Harrison Higgins.

VAN HOLLIS HIGGINS, pioneer, lawyer and capitalist, Chicago, Ill., born in Genesee county, N. Y., Feb. 20, 1821, died in Wisconsin, April 17, 1893. A youth of promise, tall, well formed and handsome, he attracted attention before reaching manhood. One of the eight sons of David and Emma Sackett Higgins, farmers, Van Hollis Higgins, became the clerk of an older brother in Seneca Falls, N. Y. In 1837, he joined a brother in Chicago, and betwixt clerking for his brother, teaching school in Winter in Vermillion county, newspaper reporting for a St. Louis brother, and mercantile business on his own account, he spent several years to advantage, and then studied law. Being admitted to the bar in 1843 in Iroquois county, he began practice there. A year later, he removed to Galena and practiced law with success in partnership with Judge O. C. Pratt, serving as City Attorney for two years.

In the Fall of 1852, the growth of Chicago had become so marked that Mr. Higgins opened an office there, and, in 1853, he became senior partner in Higgins, Beckwith & Strother, who for twenty years enjoyed an extensive and profitable practice. Mr. Higgins's thoroughness of preparation in every case was notable, and this, combined with his dignified, logical and commanding oratory, made him usually successful in court. In 1858, he was elected a member of the Legislature as a Republican and next year Judge of the Superior Court of Chicago. During the Civil War, he was especially active and useful in the Union Defense Committee.

Judge Higgins resigned from the bench in the Fall of 1865 to resume law practice in Higgins, Swett & Quigg, but seven years later, in 1872, The Babcock Manufacturing Co. elected him its president, and he then virtually retired from the law. Jan. 1, 1876, he engaged in another form of business as financial agent of The Charter Oak Life Insurance Co. for all the Western States, and in 1880 took the presidency of The National Life Insurance Co. of the United States, the only corporation of the kind ever chartered by Congress. He was controlling owner of Rose Hill Cemetery, a stockholder in The Columbus Safe Deposit Co., president of The Fidelity Safe Deposit Co., owner of the National Life building on La Salle street, and part owner in the Columbian Memorial building on State street. A devoted Mason, he belonged to Oriental Lodge, F. & A. M., Apollo Commandery, K. T., and Oriental Consistory, S. P. R. S. He was long a member of The Chicago Historical Society.

GEORGE HIGGINSON, banker, Boston, Mass., born in Boston in 1804, died in the same city, April 27, 1889. His father, Stephen Higginson, is remembered as one of the prominent merchants of the last century. George's early years were passed in Boston, but, while yet a young man, he went to New York and engaged in the East India trade, meeting with marked success. Returning to Boston, he founded the banking house of Lee, Higginson & Co., which has continued to this day without

change of name. His original partner was J. C. Lee, then of Salem, but subsequently Col. Henry Lee, a cousin of J. C. Lee, became a partner. In 1874, Mr. Higginson withdrew from the firm to devote himself to the care of his property and to works of philanthropy. He was a director in The Calumet & Hecla Mining Co., in which he had a large interest, and in The Provident Institution for Savings. He never took an active part in politics or held office, but during the late War strongly supported the cause of the Union and made liberal contributions to the Sanitary fund. Five children survived him, Henry L., a member of the banking house; George, a citizen of Stockbridge; James J., a member of Chase & Higginson of New York city; Francis L., formerly a member of the banking firm; and Mrs. S. P. Blake, jr., of Boston. Among his bequests was one of \$3,000 for The Salem Marine Society for the Relief of Ancient Mariners, "in remembrance of my early ancestors, who passed their lives in Salem."—His son, **HENRY LEE HIGGINSON**, born in New York city, Nov. 18, 1834, entered Harvard college in 1851, but did not finish his course there, leaving in 1852 before the end of his first year. Mr. Higginson's first employment was in the counting house of Samuel & Edward Austin in Boston. Later, he went to Vienna to study music. During the Civil War he entered the Union army, served first with the infantry, later with the cavalry, and was mustered out Major and brevet Lieutenant Colonel of the 1st Mass. Cav. At Aldie, Va., in June, 1863, he was severely wounded. Since the War, he has engaged in banking in the firm of Lee, Higginson & Co., and has proved a successful business man, having helped to make the house what it is and sharing in its prosperity. He has been elected to membership in various clubs, including the Metropolitan and Knickerbocker and The New England Society of New York city, and has lately become a member of the corporation of Harvard university. Mr. Higginson has devoted a portion of his means to the organization of a symphony orchestra.

HARLOW N. HIGINBOTHAM, merchant, Chicago, Ill., was born near Joliet, Ill., in 1838, of English stock. The pioneers of the line came from the Barbadoes to Connecticut. The parents of Harlow were thrifty farmers, who finally moved into Joliet, where Harlow, after an education in Lombard university in Galesburg, found employment in a general store and afterward in a bank, going to a better place a little later in Morris, Ill., and later yet, to Oconto, Wis., to become an assistant bank cashier.

Moving to Chicago, in 1861, the young man took his place as bookkeeper in the dry goods store of Cooley, Farwell & Co., and there first met Marshall Field, manager of the firm. In August, 1862, Mr. Higinbotham accompanied the Mercantile battery to the front, and, being detailed for special service, became chief clerk for the chief Quartermaster, U. S. Vols., Department of the Ohio, and served in West Virginia, Ohio, Kentucky and Tennessee. In December, 1864, he returned to Chicago in time to enter the service of the new firm of Field, Palmer & Leiter, which started in January, 1865. His industry, tact and general business ability were soon recognized, and his skill and judgment in "credits" to customers made him invaluable to the firm. By energetic management, he saved from the flames, in the fire of 1871, goods valued at several hundred thousand dollars. In 1878, Field, Leiter & Co. made him a partner, and, on the retirement of Mr. Leiter, he became one of the new firm of Marshall Field & Co. As a "credit man," he reduced the losses of the house to a minimum.

In April, 1890, Mr. Higinbotham was chosen a director of the World's Fair and chairman of the Committee on Ways and Means, and, after April, 1892, he became vice

president of the Exposition. Although urged to accept the office of president, business reasons led him to decline at first, but an imperative call in August, 1892, secured his consent, and he accepted at the same time the place of chairman of the Council of Administration. The latter office he held until the Council disbanded in November, 1893. As president, Mr. Higinbotham administered the affairs of the Exposition until the end. The difficulty and excessive labors of these two offices can hardly be described and they frequently endangered his health. After the Fair, Mr. Higinbotham gave \$100,000 towards the Field Columbian Museum, and became one of its directors.

Mr. Higinbotham is connected with many charities, including the Newsboys' Home and the Chicago Home for Incurables, and has been president of the latter since organization in 1880. He contributes liberally to charitable enterprises. Together with one of his friends, he built the chapel of St. Paul's Universalist church. Marie Chapel, a mission of Trinity M. E. Church, was the recipient of a generous gift from him and was named for one of his daughters who died.

GEORGE HILES, lumberman, Milwaukee, Wis., born in Farmington, Mich., Oct. 3, 1825, died in Milwaukee, March 8, 1896. Taught a smattering of knowledge, he settled in Sauk county, Wis., and, after a short residence on a farm, kept a saloon in a town, since abandoned, then known as Newport. In 1847, he opened a general store in Baraboo in the same county for trade with the Indians and settlers, and, about 1850, with a partner, secured a valuable tract of forest lands in Wood county, and built a saw mill at what is now known as Dexterville, establishing his home there. The whole village of now about 500 inhabitants soon became virtually the property of Mr. Hiles.

To open up the region so as to ship his lumber to market, Mr. Hiles built two small railroads, total length fifty-five miles, The Wisconsin, Pittsville & Superior and The Milwaukee, Dexterville & Northern, and invested some money in the little towns which sprang up along them both. About 1892, he sold the roads to The Chicago, Milwaukee & St. Paul system for \$800,000. It was due to his enterprise that Pittsville and the saw mill plant there were founded. He continued to develop his lumber interests, coming finally to be proprietor of about 100,000 acres of pine and farm lands in Wood and Black counties and much more elsewhere. When The Green Bay, Winona & St. Paul Railroad was built, Mr. Hiles constructed about 100 miles of the line under contract. About 1887, he settled in Milwaukee. It is a remarkable fact that for more than twenty-five years, he was constantly engaged in litigation, being a pugnacious man, continually involved in deals and trades, and resolved always to enforce his rights, regardless of consequences. He seldom embarked in any enterprise he could not control. In Chicago, he bought about 240 acres of land on Chicago heights and laid it out for dwellings, and had considerable other realty in that city.

In 1894, The George Hiles Land & Lumber Co. was incorporated, Mr. Hiles president, capital \$500,000, property actually worth \$3,500,000. Mr. Hiles had been for years a director of The Wisconsin Marine & Fire Insurance Co. Bank. A fortune of \$4,000,000 was left to his wife Mary, and three children, Franklin T. and James K. P. Hiles, and Mrs. Phoebe A. Brown.

HENRY HILL, banker, Minneapolis, Minn., has the honor to be a son of John Hill, of Devonshire, Eng., known as "Honest John," the carpenter. The place of his birth is Stokeclemson in Devonshire, and the date, May 19, 1828. Coming to America with the rest of the family in 1832 and virtually self educated, Mr. Hill went to work

in a grist mill as soon as he was old enough, and then received a thorough course in that school of United States Senators, a saw mill, going afterward into a distillery. From 1834 to 1883, he lived in Warsaw, Ill., and during that time rose to higher callings and as the organizer and builder of The Toledo, Peoria & Western, The Keokuk & Western, The Albion & Centreville and other railroads made a good reputation and a start toward fortune. Of the banking house of Hill, Dodge & Co., in Warsaw, he is to this day senior partner. In 1883, he removed to Minneapolis and established the banking house of Hill, Sons & Co. Mr. Hill has invested judiciously in real estate and has seen his possessions grow in value. Courteous in manner, clear headed and progressive, he has gained an enviable place for himself in the community. He is connected with The Flour City National Bank and The Heath Rail Joint Co. He was married, in 1849, at Warsaw to Ann Eliza Smith, daughter of Dr. William Smith, the Indian agent.

JAMES J. HILL, railroad president, and unquestionably the foremost business man of the Northwest, originated upon a Canadian farm and has lived to contribute to the annals of railroad enterprise in the United States some of its most brilliant chapters. Mr. Hill is not the originator of the railroad system of Minnesota, but he is essentially a pioneer, and by his energy has done much to promote the construction of great lines of transportation to those new territories and to bring within reach of a market, the great stores of natural wealth which formerly lay hidden in the bosom of the earth, and to render habitable for millions of human beings regions once a wilderness, occupied only by wild animals and Indians. The lives of men such as he are, in fact, the history of the country in which they live.

Born near Guelph, in Upper Canada, Sept. 16, 1838, of which region his grandfather had been, in 1826, one of the earliest settlers, Mr. Hill acquired in the wholesome life of the farm the vigor of mind and body, which have been so effectively employed in recent years. For eight years, he attended the Rockwood academy, a Quaker school, and gained a good general education, including a knowledge of mathematics and a sufficient course in Latin to prepare his mind for the thorough self-instruction in literature and art, which he was to gather in later years. When fifteen years of age, on the death of his father, he left school and entered into mercantile life until his eighteenth year. Ambitious for a wider field, he started upon a tour of inspection early in 1856, crossed the border, visited the Eastern States, and finally, in July, in the course of extended travel, reached the little city of St. Paul, Minn., then a town of 5,000 inhabitants, remote from civilization but full of life and bustle, consequent upon a rush of immigration to the new Territory of Minnesota. Steamboats upon the Mississippi river were the only means of transportation to and from the city and business activity centered at the levee. Naturally attracted to the spot where the most was going on, the young Canadian made a pleasant impression upon J. W. Bass & Co., to whom he presented himself, agents of The Dubuque & St. Paul Packet Co., and they employed him forthwith. About a year later, the agency was transferred to Bronson, Lewis & White. A companionable fellow, interested in his work, willing to put himself to inconvenience for the sake of employers, he remained with them for nearly three years and then spent one year with Temple & Beupré and four years with Borup & Champlin, agents for The Galena Packet Co. and the Davidson line of river steamers.



James J. Kim

When the Civil War broke out, Mr. Hill and E. Y. Shelley recruited a company of cavalry for service at the front, but the State of Minnesota did not want cavalry at that time. Mr. Shelley, Captain of the company, led some of the men to Iowa and joined a cavalry regiment from that State, but Mr. Hill returned to mercantile pursuits. In 1865, having mastered the details of the river trade, he took the agency of The Northwestern Packet Co. and continued in that position until the consolidation of the Northwestern and Davidson lines in 1867. During 1867-69, Mr. Hill carried on a general fuel and transportation business on his own account and also served as agent for The St. Paul & Pacific Railroad, handling all of its freight, received from and transferred to the steamboat lines at St. Paul, building during this period the large warehouse on the river bank, which existed until a few years ago and bore his name. In 1869, Chauncey W. Griggs, John Armstrong, E. N. Saunders, George S. Acker and he formed the firm of Hill, Griggs & Co., Mr. Hill devoting his energies to transportation interests and Mr. Griggs to the fuel trade. This firm brought to St. Paul the first coal ever used there for fuel. The partnership lasted until 1875. Mr. Hill was exceedingly active, perfectly untiring, and a good manager, and began to be known as one of the best business men in St. Paul.

In 1870, Mr. Hill embarked upon one of the first of the ventures, which were destined to make him famous, establishing The Red River Transportation Co. and operating it in connection with The St. Paul & Pacific Railroad. These steamers offered for the first time regular communication between St. Paul and Fort Garry, now known as Winnipeg. His genius was essentially creative and he pressed forward rapidly along the path he had chosen. In the Fall of 1871, he consolidated his company with one which had been established by Norman W. Kittson, agent of The Hudson's Bay Co., which operated between Moorhead and Winnipeg. Sir Donald A. Smith, Chief Commissioner of The Hudson's Bay Co., was an associate in this consolidation.

In 1873, a great opportunity, one which men of smaller foresight and less rugged vigor of mind had allowed to pass unheeded, came to Mr. Hill. He had saved from his earnings by this time about \$100,000, and he risked his all upon an undertaking, to him, at that time, almost stupendous. The St. Paul & Pacific Railroad had defaulted in payment of its interest and passed into the hands of a receiver. Previous experience had given to Mr. Hill an accurate knowledge of the enormous resources of the vast and fertile Red River region, which had until that time been considered too low and swampy for cultivation and successful settlement. Appreciating the brilliant possibilities of the Northwest, if properly supplied with transportation, he interested Sir Donald A. Smith in acquiring a knowledge of the property, which resulted in an effort to gain control of the bonds of the company. These securities amounted to the, at that time, enormous sum of \$27,000,000, and were held mainly in Amsterdam, Holland. Negotiations with the Dutch committee for the purchase of the bonds at various prices were undertaken by Mr. Hill, on the advice of Sir Donald A. Smith. Various delays were caused by the necessity of completing definite arrangements and securing promises of capital, but the purchase was completed in February, 1878, Mr. Hill, Sir Donald A. Smith and Norman W. Kittson having associated with them George Stephen, at that time president of The Bank of Montreal, who assumed the leading part in the final negotiations. When the mortgages were foreclosed, Mr. Hill and his associates came into possession of the property, and Mr. Hill sold all his other interests and devoted

himself exclusively to the railroad. By the Fall of 1879, the system was complete by way of Fergus Falls to St. Vincent, and the company was re-organized under the name of The St. Paul, Minneapolis & Manitoba Railroad, with George Stephen as president and James J. Hill as general manager. In 1882, Mr. Hill became vice president and, in 1883, president, which office he holds to this day. The complete success of the company under his sagacious management, aided by the rapid immigration which he foresaw and did everything to encourage, made the road a splendid property, completely vindicated Mr. Hill's judgment and placed him in the possession of a fortune.

In 1880, Mr. Hill engaged with others in yet another important enterprise, namely, the organization of the company and construction of the roadbed of The Canadian Pacific Railroad. A large number of Canadian and English capitalists joined the syndicate which carried forward the work, and Mr. Hill remained associated with them until 1883, when he sold his interest in order to be free to concentrate his energies upon his own road.

The St. Paul, Minneapolis & Manitoba company is now identified with the Great Northern Railway system, of which Mr. Hill became president, in 1890. The growth of this system, under Mr. Hill's management, denotes masterly executive ability. Since he took charge of its affairs, the railway system has been extended from 380 to 4,500 miles, creating an unbroken line, through the several States, from Lake Superior and St. Paul to Puget Sound on the Pacific coast, and it has been supplemented with branches to Helena and Butte in Montana and into Southern Dakota, all of which, except some of the portions in Minnesota, have been built without the aid of land grants or other subsidy. The company also now owns a superb fleet of steamships on the Great Lakes, the passenger steamers not being surpassed in speed, design or accommodations by any of the great Atlantic lines. The Great Northern road is well built, the tracks and roadbed being solid and substantial, and Mr. Hill has always insisted upon the reduction of all grades to the lowest possible limits, thus attaining notable economy and efficiency in operation. Another interesting feature, an illustration of Mr. Hill's sound financial methods, is the comparatively small capitalization of the system, by which he gains a marked advantage over other transcontinental lines in the small ratio of the fixed charges. In the history of railroad enterprise in the United States, the career of Mr. Hill is unique. While others have attained success only after passing through the fiery furnace of trials and tremendous losses, Mr. Hill has won his way by creative talent and sound and conservative methods, without a single misstep or failure. No better monument exists to preserve his memory, than the magnificent railway system of which he has been the builder.

As a result of his enterprise, ability and skill, Mr. Hill has gained a large fortune. A few years ago, he withdrew from his business, without disturbing it, a half million to build a splendid residence, and another half million to found a Roman Catholic college for the education of priests.

In his private life, Mr. Hill is a loving father, a progressive citizen, and a liberal patron of fine art. In his city home on Summit avenue in St. Paul, he lives in unostentatious style, his only extravagance being a picture gallery—one of the finest private collections in America. He also owns a large farm known as "North Oaks," situated eight miles north of St. Paul, where Mr. and Mrs. Hill and their family of growing children enjoy the pleasures of rural life every Summer, and there he has

raised and distributed gratuitously to the farmers along the lines of The Great Northern Railway, several hundred fine cattle, and has done more than any other man in the country to improve and encourage diversified farming. In charity, he is liberal and unostentatious, much of his liberality being unknown even to his friends. In national politics, he is a Democrat and a low tariff man. He is a member of various clubs in St. Paul, Chicago, New York, and elsewhere.

In 1867, he married in St. Paul, Miss Mary T. Mehigan, and has a family of nine children—six girls and three boys. The oldest daughter married Samuel Hill of Minneapolis, in 1889, and his two older sons, James and Lewis, are graduates of Yale university. His other children are all young.

JAMES RIGGS HILL, manufacturer, Concord, N. H., a native of Stratham, N. H., and born Dec. 21, 1821, died in Concord, Nov. 10, 1884. He was the son of Chase Hill, a country store keeper. With the help of a sound training in the schools of Exeter, he started in business life in Concord at an early age, as a learner of the trade of harness making. Ambitious to make his way, he finally engaged in business for himself, being so poor at the start, that the owner of the shop which he rented feared to trust him and demanded payment of three months' rent in advance. This, amounting to \$5, he paid, and then went to work. Mr. Hill was a good workman, honest and energetic, and he gradually built up an excellent business in the manufacture and sale of harness, saddlery and outfits. Saving as well as industrious, he added to his means steadily, reinvested them in his business of James R. Hill & Co. and The Concord Harness Co., and finally, at the time of the late War, secured important contracts to supply harness to the Federal government, which made his fortune. With the profits, he bought local real estate, which he improved by erecting business blocks. The Hill Associates, a corporation, is the outgrowth of his enterprise. A worthy and honest man, his fortune was the reward of economy, self reliance, hard work and honest dealing.

NATHANIEL PETER HILL, smelter, Denver, Colo., was born in Orange county, N. Y., Feb. 18, 1832. His ancestry is traced back to Sir Moses Hill, knight, and Peter Hill, his son, who, in 1573, accompanied the Earl of Essex at the head of English forces, who were sent to Ireland to suppress O'Neill's rebellion. Both Moses and Peter were granted large estates, chiefly in County Down.

The great grandfather of the subject of this sketch, Nathaniel Hill, came to this country in 1734 and settled in the western part of what is now Orange county, N. Y., where he soon became the possessor of large landed estates, some of which are yet owned by the family. The grandfather, Peter Hill, was a Captain in the Revolutionary Army and displayed great bravery in the defense of Fort Montgomery.

The father, Nathaniel P. Hill, was a man of much more than usual prominence. He was a member of the New York Legislature in 1816, 1819, 1820 and 1825; was Sheriff in 1820 and 1822; Judge of the Court of Common Pleas, 1823-25, and was Presidential Elector in 1836 and voted for Martin Van Buren. The honorable distinction of peacemaker which had been given to his father, Peter Hill, belonged in a more eminent degree to him. Cases were brought to him from far and wide for arbitration. Judge Monell once said that he had decided more cases off the bench than any judge in Orange county had ever decided on the bench.

Mr. Hill, on his mother's side, is descended from an old and highly respectable family, the Crawfords. His mother was a woman of great strength of character and

strong religious convictions. Mr. Hill's father died in 1842, and four years afterward the son took charge of the large property left by his father, consisting mostly of farms in Orange county. He devoted his life to farming until 1853, when he entered Brown university, Providence, R. I. He has always claimed that the experience of no part of his life was more valuable to him than that of the seven years he was engaged in managing the estate in Orange county, on account of the knowledge he acquired, almost in his boyhood, in dealing with the practical affairs of life.

In 1859, he was appointed Professor of Chemistry in Brown university, and occupied this chair until 1864. (By a mistake which was carelessly allowed to go uncorrected, his name appeared in the catalogue of the institution as Nathaniel Parker Hill.)

In 1864, Professor Hill went to Colorado, when there was no railroad west of the Missouri river, to examine a tract of territory for an association of Providence capitalists. He soon discovered that the methods then employed for the extraction of gold were imperfect and extremely wasteful, and at once commenced the investigation of the subject with the same earnestness, which he had displayed in all the pursuits of his life.

He made two trips to Europe in 1865 and 1866 to discover what progress had been made in the old world in the methods of working refractory ores. The caution and conservatism of Professor Hill, which were marked characteristics, accompanied by a thorough scientific education in the sciences, assured the success of any enterprise in which he might engage. Being convinced of the feasibility of treating the ores of Colorado by smelting, he organized, in 1867, the company which, for twenty-nine years, has held a prominent place throughout the mining regions of the West, The Boston & Colorado Smelting Company. No mistake was made in starting this enterprise and the company was successful from the start, notwithstanding that its works were placed more than six hundred miles from the nearest railroad. The value of the product of these works in gold, silver and copper amounts to \$82,793,519, which steadily increased from \$270,886 in 1868 to \$6,062,014 in 1892.

It may be truthfully said that Professor Hill was the first successfully to treat the refractory gold and silver ores of Colorado. He had able assistants, particularly Professor Richard Pearce, an eminent scientist and practical business man. Many others have done much to develop the resources of Colorado and to improve the methods of mining and extracting the precious metals, but Professor Hill, for many years, stood alone in the work he did to put mining on a sure basis and to enable the miner to obtain the largest return for his labor.

Until 1879, Professor Hill had devoted his life to scientific research and to business, but he was now about to enter upon a new field. Without seeking the office and without effort on his part, in January, 1879, he was elected United States Senator, as a Republican, and entered upon his new duties the following March. He had not, theretofore, taken an active part in politics, and he was unskilled in the arts of the politician, but he had been successful in everything he had undertaken on account of qualities which ensure success in every position of life.

He devoted himself assiduously to his new work. There was no reasonable request from a constituent which did not receive his prompt attention. During the early part of his term, he secured the passage of a large number of bills, which, while they were not of a national character, were important to the State of Colorado, but later on he

became the champion of measures of national importance. Through the whole of his career he fought monopolies, trusts and all associations, which he regarded as combinations against the public interests. He was a rich man himself, and, while free from any taint of communism, no question ever came before the Senate during his term of office, in which the interests of powerful corporations were arrayed against those of the people, in which Senator Hill's vote and sympathy were not on the side of the latter.

His exposure of the fraud connected with the New Orleans, Baton Rouge and Vicksburg land grant, commonly known as the Back Bone land grant, was masterly, and led to the forfeiture, at the next Congress, of all the lands in that grant, except those which had been already patented.

He was the author of a bill for a Government telegraph. He made a thorough study of postal telegraphy in Europe and of the history of corporations which controlled the telegraph business in this country, and his elaborate speech delivered in favor of the bill, Jan. 14, 1884, attracted the widest attention.

His speeches on the silver question must always be regarded as the most important part of his Senatorial career. They were characterized by thorough research, close reasoning and irresistible logic. His arguments in favor of bimetallism were placed upon a high plane and attracted the intelligent and thinking people of the country.

After leaving the Senate in 1885, Senator Hill returned to his former pursuits and has, since that time, extended his business operations into several new fields. He was nominated by President Harrison, in 1891, as one of the three members of the International Monetary Commission. Since that time he has refused to be a candidate for any public office.

WILLIAM CURTIS HILL, land proprietor, Seattle, Wash., who died Aug. 30, 1890, was born in Winchester, Ind., March 23, 1847, the son of James M. Hill, builder. The mother was Phœbe Voris. The necessity of work confronted Mr. Hill while yet a boy, and although he managed to receive the tuition of the public schools in Centreville, Ind., and for about a year that of Earlham college, Richmond, Ind., his formal education ended there. It was when he had become a clerk in the General Land Office, that his foot was planted upon the road which led to fortune. He remained in that employment until 1877, and then became a land attorney, and for a time published a land office paper, entitled *Hill's Leading Cases*. By buying and selling land scrip, he secured a little capital, increased it by speculations in real estate in Washington, D. C., and removed to Seattle, Wash., in 1882, although retaining a residence in the District of Columbia until 1888. During the last seven or eight years of his life, he amassed a property in real estate appraised at over a million dollars, of which not one dollar had been gained by overreaching others or by trickery of any kind. Mr. Hill took an active part in every prominent measure for the development of Seattle. That frontier city changed its aspect materially under the labors of Mr. Hill and other real estate owners. An illustration of his business promptitude occurred after the great fire in Seattle, when he established a brick yard, employing several hundred men, and made a great deal of money from the enterprise. Mr. Hill was married in 1872 to Miss Alice Bradley Sturgis, who with eight of their ten children survives him.

WILLIAM HILTON, merchant, Boston, Mass., who died at the Hotel Brunswick in that city, Dec. 25, 1887, first left his native town of Salisbury, in the same State where he had been born, Nov. 28, 1813, to become a country storekeeper, with scanty

education, at Frye Village, Andover. What he knew in later years was the accumulated knowledge of a bright, open, inquiring mind and wide experience in affairs. Relations with the larger world beyond the village were first established by buying wool from the neighboring farms for the New England mills. About 1843, he removed to Boston to deal in wool and produce, and in the successive firms of Hilton & Gore, Williams, Hilton & Co., and Hilton, Weston & Co., this energetic man rose to the rank of the greatest wool merchant in Boston, well known in all the markets of that staple throughout the world. Every year, in the interest of his house, he spent considerable of his time in London. Eminently successful as a merchant, public spirited, just, and sagacious, he enjoyed the esteem of the best people of his city. Mrs. Esther A. Hilton his wife, and a daughter, Mrs. Catherine Hilton Fiske, survived him. By will, Mr. Hilton provided for the eventual distribution of \$540,000 among fifteen religious societies, colleges and charities.

THEODORE HENRY HINCHMAN, merchant, Detroit, born in Morris county, N. J., a son of John R. Hinchman, March 6, 1818, died in Detroit, May 12, 1895. New York city had such excellent public schools that he was educated at them, and, as he wanted to stay in New York, a place was found for him as clerk in an apothecary shop at the corner of Greene and Bleecker streets. A year later, he entered the store of John Johnson's Sons, wholesale grocers on South street, where he served for four years as confidential clerk. Various small cities were then rising into view in the West, and, in 1836, Mr. Hinchman settled in one of them, Detroit, as an employé of Chapin & Owen, drug merchants. There is no reason why a bright, hard working, honest youth should not rise in any calling which he tries to master, if he is faithful to his employers. Mr. Hinchman was that and was made a partner in 1842. More than that, he bought the store in 1853, carried it on with good results, and in 1868, admitted his sons to an interest and put up the sign of Theo. H. Hinchman & Sons. There was at one time a ship chandlery branch to their business, but that was finally relinquished. Mr. Hinchman was in every relation a sterling, progressive and upright man; otherwise, he could not have been, as he was, president of The Merchants' & Manufacturers' Bank for twenty-five years and of The Merchants' & Manufacturers' Exchange, 1878-85, Sewer Commissioner for five years, Fire Commissioner, 1867-79, State Senator for two years, 1877-78, although he might have been, as he was also, president of a plank road for eighteen years. His clubs were the Detroit, Audubon, and Harmonic. Through his marriage, in September, 1842, with Louisa Chapin, he became the father of John M., Ford D. C., Charles C., Mary and Louisa Hinchman. In politics originally a Whig, the War made him in 1862 an Independent, and in 1868 a Democrat. The drug house which he founded, goes on under the direction of his sons.

GEORGE TUNIS HOAGLAND, pioneer and lumber merchant, St. Joseph, Mo., comes from a very well known family of New Jersey, having been born in Elizabeth in that State, Feb. 7, 1814. The Dutch ancestry of the Hoaglands is well known and Cornelius Vancleave Hoagland, father of the St. Joseph representative of the race, was a worthy and good man. Catharine Brown, as she was originally named, wife of the last named, traced her lineage to Scotland. Taught to read, write, add and parse, and not long enough under a teacher to learn much else from books, George T. Hoagland shouldered the burdens of active life with no other advantages than sound health and courage. The school in which he learned the most in early life was the trade of a

carpenter, which he followed in the States of New Jersey and New York. About 1837, the West invited him to try his fortune there, and locating in Booneville the next year, he gradually laid aside the saw and hammer to deal in lumber, and this latter occupation finally engrossed his whole attention. In 1852, the rising city of St. Joseph promised so much better a field for enterprise, that Mr. Hoagland took his business there and has ever since lived in St. Joseph. Lumber selling was carried on for twenty-five years, a part of the time with branch yards in Omaha and Council Bluffs. Mr. Hoagland never drugged his system with strong drink of any kind or with tobacco in any form. All his powers were preserved for business and he has thrived apace with the passing of the years. About 1861, money enough had come in to make a surplus to lend, and loans of money on real estate security have for the last twenty years engaged his principal attention, although he is yet connected with the old trade in The Badger Lumber Co., The Badger State Lumber Co., and The Chippewa Lumber & Boom Co. Feb. 2, 1842, in Elizabeth, N. J., Mr. Hoagland married Miss Nancy Gale. George A. Hoagland of Omaha, and Theodore B. Hoagland and Mrs. Emma B. Vineyard of St. Joseph are his children. For fifteen years a member of the Presbyterian church and ever since of the Methodist Episcopal church South, Mr. Hoagland has never felt the need of clubs and belongs to none.

GARRET AUGUSTUS HOBART, lawyer, Paterson, N. J., was born June 3, 1844, at Long Branch, Monmouth county, N. J. His ancestors were English on his father's and Dutch on his mother's side. Graduating from Rutgers college in 1863, he taught school three months and then commenced the study of the law with the late Socrates Tuttle, a distinguished leader of the Passaic county bar, whose office was in Paterson, N. J. Mr. Hobart became a member of Mr. Tuttle's family, and on July 21, 1869, married Mr. Tuttle's daughter, Jennie, an accomplished lady, who inherits much of the keen intellectuality and sparkling wit, for which her father was noted throughout New Jersey. This union laid for Mr. Hobart the foundation of a domestic life of singular felicity.

From the entrance of Mr. Hobart upon the duties of manhood, he developed qualities of a remarkable nature, and almost immediately upon his admission to the bar, began a career of professional, business and political success, which has had few equals in his State and which could only have been achieved through a combination of natural endowments of ability, energy and enterprise and a popularity seldom united in one individual.

The first public office which Mr. Hobart held was that of City Counsel of Paterson, in 1871. In 1872, he was made counsel to the Board of Chosen Freeholders of Passaic County, but declined re-election. In November, 1872, he was elected to represent the third district of Passaic county in the State Assembly, receiving the largest majority the district had ever given. Although he came of staunch Democratic stock, Mr. Hobart early embraced the principles of the Republican party, and soon became and yet remains its foremost leader in his county and second to none in the State. His abilities have in later years been in demand in the national counsels of his party.

Mr. Hobart, as a member of the Legislature, at once took very high rank. He was re-elected to the Assembly in 1873 and chosen Speaker of that body. While strongly urged by his constituents to serve them a third term, a distinction then unknown in the political history of the county, he felt constrained to decline.



Garret A. Hobart

In 1876, however, in obedience to the overwhelming desire of his party, he accepted the nomination for State Senator, and again his popularity was manifested by a majority, exceeding by over 100 per cent. that given to Mr. Hayes for President. He was re-elected in 1879, by 1,889 majority, the largest ever given by the county. In the Senate, in 1881, Mr. Hobart became president of the body, being re-elected in 1882, and discharged the duties of the office with distinction. During his incumbency as Senator, he was a member of some of the most important committees, such as Revision of Laws, Education, State Library, Industrial School for Girls, Printing, Fisheries, Elections, etc., and in 1879-1880, was Chairman of the committee of first rank, that of the Judiciary. His impress as a legislator was permanently stamped upon the statute books of the State, and some of the most useful measures now in force were his work. Among these were the law providing for a summary judicial investigation of the affairs of any county upon the application of twenty-five freeholders, an act which has been a number of times invoked with salutary results. Another was an act, charging the Sinking Fund of the State with the payment of all the interest and part of the principal of the State debt yearly, reducing the ordinary expenditures some \$100,000 per year, which was the cause of removal of the State tax, an achievement upon which New Jersey prides herself. Yet another was an act for the arbitration of labor disputes, but there are numerous others, with which he was connected as author.

From 1880 to 1891, Mr. Hobart served as chairman of the State Republican Committee of New Jersey, resigning against the strenuous protests of his associates. Under his leadership, the party conducted some of the most brilliant campaigns of its history. He is yet a member at large of that committee. In 1884, he was chosen a member of the Republican National Committee, and has served since that time with such marked ability that he has been entrusted by his colleagues with duties of the most important character, and has constantly served on its Executive Committee, which is charged with the practical management of campaigns, having been elected its vice chairman in 1891. In more than one Presidential contest, he has been importuned to accept the chairmanship of the National Committee, a post which the engrossing demands of his large private business compelled him to decline.

The success of Mr. Hobart in politics is largely due to a geniality and *bonhomie* of nature rarely met with, and to a large-heartedness and generosity, which have given him a personal following perhaps equalled by no public man in the State. Mr. Hobart's capacity for business has led others to seek his aid in the organization and development of perhaps more corporate and private enterprises than any other citizen of New Jersey, and with many of these he is yet connected, either as counsel, director or in some other capacity more or less responsible and active. He is president of The Passaic Water Co., supplying the city of Paterson; The Acquackanonk Water Co., supplying the city of Passaic; The Morris County Railroad, and The Paterson Electric Railway; a director of The Dundee Water Power & Land Company, The New York, Susquehanna & Western Railroad, and The Lehigh & Hudson River Railroad, The First National Bank of Paterson, The Paterson Savings Institution, The Liberty National Bank of the city of New York, The Barbour Flax Spinning Co., The Barbour Bro's Co., The Pioneer Silk Co., The People's Gas Light Co., The Passaic Gas Light Co., The Paterson Electric Light Co., The American Cotton Oil Co. of the city of New York, and The Citizens' Insurance Co. of the same city, The Long Branch Water

Co. and The Highland Water Co.; counsel for The East Jersey Water Co., The West Milford Water Storage Co., The Montclair Water Co., and other allied interests; treasurer of The Cedar Lawn Cemetery Co. of Paterson, and of several land companies; and is president or director in at least a score of other corporations, doing business in New Jersey and elsewhere.

Some of Mr. Hobart's most notable achievements have been the discharge of the trusts of receiver of The New Jersey Midland Railroad, The Montclair Railroad, The Jersey City & Albany Railroad, and The First National Bank of Newark, in 1880. The last named important work was done with an energy and ability, which drew from the Comptroller of the Currency the warmest expressions of approval, the complicated business being wound up and the depositors paid in full inside of six months.

Perhaps Mr. Hobart's strongest points are his executive ability, his power to see to the bottom of intricate affairs, and his fertility and practicality of resource. His facility in the management of a number of important matters at one time has often been a cause of wonder to his friends. It is not easy to predict what may be the ultimate measure of success of a man of such capacity, who is now only fifty years of age. Mr. Hobart is a gentleman of fine artistic tastes, cultivated by extensive study and travel. His home, "Carroll Hall," in Paterson, contains many treasures of art, and its hospitality is known far and wide. Mr. Hobart's children are Miss Fannie B., and Master Garret A., junior. That he has achieved financial success in a great degree, is due to the many activities of professional and commercial life with which his name and energy have been associated.

JAMES HODGES, merchant, Baltimore, Md., born at Liberty Hall, Kent county, Md., Aug. 11, 1822, is a descendant of some of the earliest settlers of the county and a son of the late James Hodges, farmer and a public man. Destined for the law but compelled by circumstances to engage in business, the subject of this sketch secured a clerkship in a commercial house in Baltimore. In 1846, under the sign of Hodges Bro's, he began business in that city on his own account and is now senior member of this important firm of dry goods importers and wholesale dealers in American goods. His firm have conducted business successfully for many years in a large warehouse built by Mr. Hodges. Keenly interested as every American is in public affairs, no public man has argued more earnestly than Mr. Hodges, in recent years, in favor of tariff reform, by which, of course, is understood a low tariff on foreign goods, in which as a large importer Mr. Hodges is largely and directly interested. He was Mayor of Baltimore, 1885-87, and at one time previous to that period a Finance Commissioner of the city. At the age of nearly seventy, Mr. Hodges became a member of the Columbian Exposition Commission for Maryland, served 1891-93 and was named in the committees on Ceremonies, Finance, Fine Arts, Horticulture, and Agriculture. In November, 1891, Thomas F. Bayard and Mr. Hodges were invited to visit France, Spain, Italy and other countries of Southern Europe, on a mission in the interest of the Fair, but business engagements compelled Mr. Hodges to decline the honor. His friends brought his name forward for Governor of the State in 1891, and for several months, his nomination was conceded, but, before the convention, an ardent aspirant, who had made tireless efforts to secure the place and desired it more than Mr. Hodges, effected a combination which secured the latter's defeat. Mr. Hodges is an original Cleveland man.

LIBERTY EMERY HOLDEN, proprietor of *The Cleveland Plain Dealer*, born in Raymond, Me., June 20, 1833, is of English ancestry, the Holden family having been planted in this country in 1634, and his mother's family of Stearns in 1630, both in Massachusetts. John Holden, his great grandfather, was a Lieutenant in the American Revolution from Stoneham, Mass. Liberty was a student at Bethel academy in Maine and a graduate from the University of Michigan in 1858. He began life on a farm, was then a school teacher, next a professor in Kalamazoo college in Michigan, and finally a lawyer, having been admitted to the bar in 1861. Success came to him mainly from hard work and investments in real estate and mining. The best years of his business experience were given to iron mining in the Lake Superior region and silver lead mining in Utah. In 1884, he became connected with *The Cleveland Plain Dealer* as editor and proprietor. The Hollenden Hotel and various business edifices in Cleveland have been built by him, and, by continued effort, great shrewdness and sound judgment, he has gained a fortune. He married, Aug. 14, 1860, in Kalamazoo, Mich., Delia E. Bulkley, and has eight children—Sarah Eliza, Albert F., Liberty Dean, Delia E., Roberta, Emeric, Guerdon and Gertrude. A conservative Democrat in politics, a Knight Templar, and member of the Union club of Cleveland, the Sons of the American Revolution and many other societies, he is a man of wide influence.

THOMAS MICHAEL HOLT, manufacturer, Haw River, N. C., belonged to one of the most influential families in his State, and was himself a man of distinct position. The family are of German and English descent. Mr. Holt was born in Alamance county, N. C., July 15, 1831, a son of Edwin Michael Holt, manufacturer, merchant and farmer, and died at Haw River, April 11, 1896. He was educated at Caldwell institute in Hillsboro and the University of North Carolina in Chapel Hill, and began life by entering the occupations pursued by his father. In 1851, he became identified with the manufacture of cotton goods at Alamance factory, and, in 1858, bought The Granite Manufacturing Co. of Haw River, N. C., where he lived ever afterward. An excellent business man, alert to every new phase of his industry, he pursued his vocation with increasing success until his death. He was connected with several corporations and had figured conspicuously in public affairs. He served as County Commissioner, 1872-76, was elected State Senator in 1876 and Member of the North Carolina House in 1883, 1885 and 1887, being Speaker of the House during his second term. He was elected Lieutenant Governor in 1888, presided over the Senates of 1889 and 1891, and at the death of Governor Foote, became Governor, April 8, 1891.

ANTON MARTINSEN HOLTER, merchant, Helena, Mont., was born in Mass, Norway, June 29, 1831. His grandfather, Christen Foien, was a merchant of Tonsberg and his son, Martinus, dropped the surname of Foien for that of Christensen, adapted from his father's Christian name, and left home early in life to become a sailor. His son Anton adopted the paternal Christian name for a surname and added that of Holter, which, like Foien, is a farm name in Norway, these changes in name being customary in Scandinavian countries.

Anton received a limited education and, at the age of eight, lost his father, who perished at sea while crossing the Atlantic to America. The lad, at the age of eleven, engaged in employment as a butcher in his native city but, at thirteen, began to learn the trade of a carpenter, and two years later he became a contractor and builder and manager of his aunt's farm. In 1854, he sailed for Quebec, Canada, and the West.

After roaming about the West for a time, he located at Decorah, Ia., purchased land and platted a town site, upon which he endeavored to build a city, in which venture he made a little money. In the Fall of 1855, he located in St. Louis, as a bridge contractor, but in 1856, returned to Iowa, disposed of his property in Decorah, and removed to Osage, Mitchell county, where he spent four years as a contractor and builder, and in general speculation. Mr. Holter was one of the first two men who, after the battle at Spirit Lake, Minn., the scene of the Sioux Massacre of 1858, visited the bloody grounds. He returned to Decorah in July, arriving on a Sunday morning, tattered and half clad, greatly to the surprise of the good people of the village. Mr. Holter remained in Osage, Ia., until 1860, then spent two years in the gold mines of Central City, Colo., went back to Iowa for a year, but returned, in 1863, to Colorado, whence the same year he removed to Virginia City, Mont. While in Colorado, he had purchased the machinery of a second hand saw mill, and upon his arrival in Virginia City, he erected a building and engaged in the manufacture of lumber. In 1864, he took the contract for building, and later constructed the water works of Virginia City. During this period, a reign of terror existed in the Territory and Mr. Holter joined the Vigilance Committee. Upon his forehead may yet be seen the scar of a bullet, fired by the celebrated outlaw, George Ives, the first of the desperadoes convicted and hung. About this time, the junior partner of Mr. Holter's firm was sent to Denver to purchase oxen and wagons, an engine, a lot of plows and other merchandise. Most of the cattle were lost *en route* to Virginia City, by bad management, and, in the Spring of 1865, the two men dissolved partnership. Mr. Holter then built a saw mill in Helena and began the manufacture of lumber in the name of A. M. Holter & Bro. This firm yet exists, its principal business being now in real estate. His interests have since become quite diversified, and he is president of The A. M. Holter Hardware Co., The Holter Lumber Co. and The Montana Lumber Manufacturing Co., The Helena & Crystal Mining Co., The Helena & Victor Mining Co., The Parrot Silver & Copper Mining Co., The Helena & Livingston Mining Co. and The United Smelting & Refining Co. He has served in the Montana Legislature and the Helena Board of Education.

April 6, 1867, Mr. Holter married Miss Pauline, daughter of N. P. Loberg of Chicago, and he is the father of Norman B., Clara Matilda, Edwin A., Albert, Percy, now deceased, Aubrey and Percy Holter.

EDWARD DWIGHT HOLTON, merchant, Milwaukee, Wis., was a native of Lancaster, N. H. Born April 28, 1815, he died in Savannah, Ga., April 21, 1892, while returning from his Winter home in Florida. He was a descendant from old Puritan and Revolution stock and lived on a farm until fourteen, being then indentured to a country merchant at \$35 a year. Poor and meagerly educated, he made his way slowly until 1840, when he removed to Milwaukee, Wis., then a town of 1,000 inhabitants, and, from the day of his arrival, was an active and interesting figure in city affairs. Having entered into mercantile business, he remained prosperously engaged therein until 1850. In 1849, Mr. Holton became concerned in building The Milwaukee & Mississippi Railroad and served as the tireless manager and fiscal agent until Milwaukee and Prairie du Chien were connected by rail. In 1843, he had been elected Sheriff and later, candidate of the Free Soil party for Congress, and, in 1853, for Governor. Again, in 1856, he was named by the Free Soilers for Congress, but withdrew from the field. In 1860-61, he was a member of the Legislature. For ten years, from

1854 to 1864, he was president of The Farmers' & Millers' Bank, afterward merged into The First National Bank, and helped stem the tide of "wild cat" banking in the State and increased the bank's capital from \$50,000 to \$500,000.

In 1862, President Lincoln appointed Mr. Holton one of the three allotment commissioners of Wisconsin. This work broke down his health and compelled him, in 1863, to make a trip to Europe.

After the great fire in Chicago, Mr. Holton became the head of The Northwestern National Insurance Co., capital \$150,000, and in three years had made it a strong concern and increased its capital to \$1,000,000. He was an active member and once vice president of the National Board of Trade and one of the organizers of the International Board of Lake Underwriters, a strong advocate of specie resumption, and a fluent and convincing speaker on financial topics. Mr. Holton inherited strong religious feeling and gave liberally to the Congregational church and educational work. Among his donations were \$37,500 to Milwaukee college, \$35,000 to Ripon college, and a large sum to Beloit college. He was president of The Home Missionary Society, corporate member of The American Board of Foreign Missions, and vice president of The American Missionary Association.

Mr. Holton was married, Oct. 4, 1845, to Lucinda C. Millard of Dexter, Mich., and was survived by his wife and three daughters—Alice, wife of James Wayne Cuyler, Captain, U. S. A.; Mary L., wife of Robertson James of Concord, N. H.; Harriet T., wife of Orrin W. Robertson of Milwaukee.

CALVIN HOOD, banker and ranchman, Emporia, Kan., one of the most enterprising of the sons of Pennsylvania resident in the Sunflower State, is a native of Erie county, Pa., where he was born, Sept. 13, 1834. His father, John Hood, farmer, tanner and currier, was of English descent and his mother, Olive Hall, was a member of a well known family of Erie, Pa., where part of the family yet resides. Both were of more than average ability.

The family of Major Hood removed to Adrian, Mich., while that region was yet half a wilderness, and there the lad attended country school and gained such elemental knowledge as that humble but useful institution afforded. Until the age of fifteen, he found occupation as a farmer's boy, and then left the farm to take a place as clerk in a store in Adrian, Mich., where he spent five years. He was diligent, faithful and honest, but the hearty lad found the store too confining for his health. To regain his strength, he went, in 1853, to the Lake Superior region. Locating a claim to a homestead of one hundred and sixty acres, he spent three years in rough but wholesome activity, and then, thoroughly restored in health, returned to Adrian and engaged in the dry goods business in 1857. This time his health did not suffer, but his business did. The young man lacked the thorough previous training which would have ensured success, and, while he gained what he lacked in his venture in Adrian, the result otherwise was unsatisfactory. He next went into business in Sturgis, Mich. While there, the Civil War broke out, and Mr. Hood bade his wife farewell and enlisted in the 11th Mich. Inf., which was organized in September, 1861, and went to the front as Captain of Co. C. This regiment saw hard service in Negley's Division of the 14th Corps. Captain Hood was promoted to be a Major, and served in the Pioneer Corps. Upon his discharge, after two years of army life, he occupied himself with business affairs until 1872, as a general merchant in Sturgis, Mich.

In 1872, Major Hood removed to Kansas and there engaged in dealing and raising Texan cattle, at first upon a moderate scale. He extended his operations gradually, and for many years carried on a large and successful trade in company with the late Preston B. Plumb, at one time United States Senator from Kansas. Later, in 1878, he engaged in mining operations at Leadville, Colo., and in this venture also had the satisfaction of receiving conspicuously large returns. He was a delegate to the Republican National Convention in Minneapolis.

In 1880, he became president of The Emporia National Bank, an institution which now demands the most of his attention, but is, however, a director in several other banks and mining companies, including The Inter-State National Bank of Kansas City, Kan., The Farmers' & Merchants' National Bank of El Dorado, Kan., and The Small Hopes Mining Co. of Leadville, Colo.

In 1856, Major Hood was married, in Adrian, Mich., to Fannie T. Platt, a member of the Poughkeepsie, N. Y., branch of the Platt family and a daughter of Henry S. Platt. Their children are Henry Platt, Clara M., Grace, Florence P., and Alice M. Reed. Major Hood is a member of the Kansas City club, a man of the world, and one of the substantial men of his adopted State.

CHARLES IRA HOOD, manufacturer, Lowell, Mass., born, Dec. 11, 1845, in Chelsea, Vt., is a son of Amos R. Hood, druggist, and of Abigail Cilley Hood, his wife. The family belong to English stock. The future manufacturer of Lowell, unaware that the future was destined to make his name known to several hundred million human beings, went quietly to school in boyhood and after leaving the academy in Chelsea, Vt., began at the age of fourteen to learn the apothecary business with Dr. Samuel Kidder of Lowell. For five years, also, he served with Theodore Metcalf & Co. in Boston. When ready to act on his own account, he opened a retail drug store in Lowell, Mass., and, in 1875, began the preparation of Hood's Sarsaparilla and other ready made medicines. Mr. Hood was by no means a pioneer in this useful and lucrative business, but he had the good fortune to invent several preparations of great utility, and to possess the ability to advertise successfully not only his sarsaparilla, but the pills, powders and ointments which followed. The result has been that the business has continually increased, until, to-day, Hood's sarsaparilla laboratory, built in 1883, is one of the largest in the world, being five stories high, over 400 feet long, and having an average width of sixty-five feet. Mr. Hood is yet in the full tide of management. In November, 1877, he married Miss Sarah Adelaide, a daughter of H. H. Wilder.

SAMUEL HOOPER, merchant, Boston, Mass., brother of Robert C. Hooper, was born in Marblehead, Mass., Feb. 3, 1808, and died in Washington, D. C., Feb. 13, 1875, crowned with the laurels of a successful career. Taught in the public schools, he began life in the counting room of his father, a merchant in the trade with the West Indies and Europe. As agent of the house, Samuel Hooper made several trips to the West Indies and Russia and paid a long visit to Spain. In 1832, he became junior partner in Bryant, Sturgis & Co., merchants in the foreign trade, but ten years later joined another house, also in the trade with China, and becoming interested in the iron business, made a careful study of economics. He was a large owner in The Eastern Railroad and active in the consolidation of branch roads with that system. The broad mind and exceptional ability of Mr. Hooper gave him considerable prominence in State affairs, and after serving three years in the Legislature, declining re-elec-

tion in 1854, he was, in 1857, chosen to the State Senate. Two pamphlets which he wrote on the currency question attracted wide attention. In 1861, Mr. Hooper went to Congress and served until his death, acting on the committees of Ways and Means, Banking and Currency, and War Debts of the Loyal States. Secretary Chase attributed to his sound judgment, disinterested patriotism and persevering effort much of the success of the bill providing for National Banks. At the Hooper mansion in Washington, a generous hospitality was dispensed and the house became a center for the intellectuality and refinement of the Capital. Although a strong Republican, Mr. Hooper possessed a winning personality and had strong friends among men of all parties. Mr. Hooper gave \$50,000 to Harvard college to found a school of mining and practical geology, and was always liberal in charity. A handsome fortune was left to his wife and two daughters, Alice S. Hooper and Mrs. Anne M. Lothrop, wife of Thornton K. Lothrop, lawyer.

JOHNS HOPKINS, financier, Baltimore, Md., of unmixed Quaker ancestry, born in Anne Arundel county, Md., May 19, 1795, died at his home in Baltimore, Dec. 24, 1873. Samuel Hopkins, his father, a farmer, married Hannah Janney, a woman of more than ordinary ability, being one of the leaders of the Society of Friends. Their boy, Johns, so named after an old Maryland family, was invited to Baltimore at the age of seventeen, and, in a clerkship, learned from his uncle, Gerard T. Hopkins, the management of a wholesale grocery business. When the British invaded that country in the War of 1812, the youth was left in charge of the store, and by his vigor and talents actually increased its trade in spite of war's alarms. At the age of twenty-four, having saved \$800, and aided by his uncle's guarantee, he started in business for himself under the style of Hopkins & Moore, but in 1822, formed with two younger brothers the firm of Hopkins Bro's, which, for twenty-five years, carried on an extensive wholesale trade.

Retiring, in 1847, with a fortune, and then in the prime of life, Mr. Hopkins devoted himself to corporate interests. Taking the presidency of The Merchants' Bank, he held that position the rest of his life. He owned shares also in The Mechanics' Central, The First National, The Citizens', The Union and The Farmers' & Planters' Banks, The St. George's Creek Coal Co., The Merchants' & Miners' Transportation Co., and The Merchants' Mutual Marine Insurance Co., and was a director of the latter. The Baltimore & Ohio Railroad is reserved for separate mention. A large owner of its shares also, a director after 1847, and made chairman of the finance committee in 1855, he saved the road from bankruptcy during the panic of 1857, by pledging his entire fortune in payment of the notes of the company. The appreciation in value of the securities of the road in later years brought him a noble reward for his public spirit. Before his death, he owned securities and properties worth \$12,000,000. The old line of ocean steamers from Baltimore to Bremen was in part originated and owned by him, and he built warehouses in Baltimore for its use.

The benefactions of Mr. Hopkins were impressive. In March, 1873, he gave property to the value of \$4,500,000 to found a hospital in Baltimore, which should be free to all, both white and colored. He presented a public park to the city. By a gift of \$3,500,000, he also founded and endowed The Johns Hopkins University. The plan of the university originated with him in 1867, but he did not live to witness the completion of his work. The university was opened in 1876. Other public institutions were also provided for in his will.

MARK HOPKINS, first treasurer of The Central Pacific Railroad, came into the world, Sept. 11, 1813, at Henderson, N. Y., one of a large family of boys, sons of a Massachusetts man, who, migrating from Great Barrington in 1806 to Western New York, went on in 1825 to St. Clair, Mich., and died there, when Mark was about fifteen years of age. Mark Hopkins started as clerk for a merchant in Niagara county, N. Y., and became a merchant on his own account in Hopkins & Hughes in Lockport. About 1837, he studied law with his brother Henry. When the California excitement broke out, he went to San Francisco, in August, 1849, with a stock of goods, which were soon disposed of at high prices in the mining regions. Next year, he embarked in the grocery business with Edward H. Miller, jr. Feeling able to marry, he did so in the East, in 1854, his wife being his cousin, Miss Mary F. Sherwood of Berkshire county, Mass. In 1855, he became a partner in a miners' supplies and hardware store in Sacramento in partnership with Collis P. Huntington, as Huntington & Hopkins. In their office was matured the first practical plan for a railroad to the States; and when The Central Pacific Railroad Co. was organized, Mr. Hopkins accepted the place of treasurer of the enterprise, and shared in the heroic labors, the trials and ultimate success of that gigantic undertaking. After 1873 he lived in San Francisco. Mr. Hopkins had no children of his own, and while at his death, March 28, 1878, in Yuma, Arizona, he left \$20,000,000 to his wife, he also bequeathed large sums to Timothy, an adopted son, and his brothers, Samuel F. and Moses. Mrs. Hopkins retained a home in San Francisco, but also bought the old homestead in Great Barrington, Mass., and spent about \$100,000 in creating there a beautiful dwelling. The old Congregational church there received about as much as she spent on her house, to rebuild its house of worship and erect a parsonage. Timothy Hopkins gave \$35,000 for an organ for the same church. Late in life, Nov. 8, 1887, Mrs. Hopkins married Edwin F. Searles, a salesman and decorator, who had been employed on the work of her houses, and at her death, July 25, 1891, she left her share of Mark Hopkins's money to Mr. Searles.

MOSES HOPKINS, brother of Mark Hopkins, was born in 1817, at Henderson, N. Y. At the age of eleven years, he lost his father by death, and in 1837 his mother, and when fifteen went to live with an elder brother at Lockport, N. Y. He attended school there for two years, became clerk in a store, and soon after reaching the age of twenty-one, went to Great Barrington, the birthplace of his parents. He was engaged in mercantile pursuits until 1851. Removing to California in 1851, he carried on farming until 1880, and then removed to San Francisco. In 1878, he became interested in the great Stearns ranch in Southern California, which consisted originally of some 200,000 acres, and, when he came into the company controlling it, yet had 130,000 acres. About 50,000 acres of this tract were sold in parcels, and in the remainder Mr. Hopkins owned nearly a three-fourths interest. Experiments in ostrich farming were carried on at Anaheim, and Mr. Hopkins also developed the sugar beet industry. The Hopkins academy in Oakland was endowed by him, and he made many other gifts to public objects. June 19, 1884, he married Miss Emily Benedict, whose family is prominent in New York city. He died in San Francisco, Feb. 3, 1892, survived by his wife.

TIMOTHY HOPKINS, San Francisco, Cal., born in Augusta, Me., March 2, 1859, is a son of the late Patrick Nolan, a mechanic, who came to California in 1861, and, in 1862, sent for his family to join him, but was accidentally drowned while they were on their way to California, by way of the Isthmus. As all available means had been

exhausted, the widow, upon her arrival, was compelled to seek self support among strangers, and entered the service of Mark Hopkins in Sacramento. Mr. and Mrs. Hopkins became so fond of the lad, that they persuaded his mother to allow him to become a member of their household, and, having no children, they learned to regard and treat young Timothy as their own child, and he grew up with advantages of education and training furnished by their affection. About that time, Mark Hopkins became identified with the great overland railroad enterprise, which was brought to a successful completion in 1869 and of which he was one of the historic owners and builders. Timothy, the adopted son of Mr. Hopkins, attended the public schools of Sacramento until 1871, when Mrs. Hopkins set out for a trip to Europe, taking the boy with her to Great Barrington, Mass., where he was left at a private school during her absence abroad—about one year. Returning with her to Sacramento, he resumed attendance at the public schools until the family removed, in 1873, to San Francisco, where he went to the Urban academy for some four years, and there prepared for college. At this juncture, an accidental fall so affected his health that the family sent him into the country for recuperation. During his absence, Mark Hopkins became seriously ill through overwork, and died in March, 1878.

This event brought Timothy back to the home of his adopted mother, to whose affairs he gave devoted attention, and by whom he was legally adopted in 1879. Two or three years later he decided, at the request of Mrs. Hopkins, to take up a railroad career, and entered the office of division superintendent of The Central Pacific Railroad at Oakland, where he remained about a year in detail work. In 1882, he spent most of the year with Mrs. Hopkins at her old homestead in Great Barrington, and, before returning with her to California, was married, in November, in New York city, to Miss Mary Kellogg Crittenden, a niece of Mrs. Hopkins.

On their return to California, he was appointed treasurer of The Central Pacific Railroad, in January, 1883, and, in 1885, treasurer of The Southern Pacific Co., which offices Mr. Hopkins retained until his resignation, April 1, 1892, since which time he has devoted his time to his own interests. He has one daughter, Lydia Kellogg Hopkins, who was born in 1887. Mr. Hopkins is a trustee of the Leland Stanford, jr., university, founded by the late Senator and Mrs. Stanford, and is also a member of the Pacific-Union and University clubs, Academy of Sciences, and various other organizations.

DR. EBEN NORTON HORSFORD, chemist and instructor, born in Moscow, near Geneseo, N. Y., July 27, 1818, son of Jedediah Horsford, a missionary to the Seneca Indians, died, Jan. 1, 1893, at his home in Cambridge, Mass. He graduated from the Rensselaer Polytechnic Institute in Troy, in 1838, and engaged at once in surveys for The Erie Railway, and bore a part in the State geological survey. From Union college, in 1843, he received the degree of M.D., and his duties as professor of mathematics and natural science occupied him at the Albany Female Academy, 1840-44, Dr. Horsford meanwhile giving lectures in Newark college, Delaware. Then, after studying chemistry in Giessen, Germany, under Baron Liebig, he became for sixteen years, 1847-63, Rumford professor of science in Harvard college. He was one of the organizers of Lawrence Scientific School in Cambridge, and a frequent writer on scientific subjects. Having invented several medical preparations, including condensed milk, phosphatic yeast powder and acid phosphate, he resigned his professorship in 1863, and thereafter acquired wealth in the extended sale of his preparations for mak-

ing bread and chemicals derived from phosphates, as president of The Rumford Chemical Works in Providence, R. I. Dr. Horsford was the author of numerous essays on scientific topics, and revealed his heartfelt interest in education by endowing the library of Wellesley college and providing for supplies of apparatus for scientific research, and a system of pensions for the faculty. As an expert in chemistry, he frequently gave important evidence in the courts.

ORVILLE HORWITZ, lawyer, born in Baltimore, Md., in December, 1817, the oldest son of Dr. J. Horwitz, a distinguished physician and scholar, who graduated at the University of Pennsylvania in 1813, and for many years practiced his profession in the city of Baltimore, died July 30, 1887, greatly lamented. Orville was educated at St. Mary's college in Baltimore, graduating therefrom at the age of sixteen. With that independence of character which marked his whole career, he at once assumed the responsibilities of life, and began teaching school in Maryland and Virginia, continuing thus for two or three years, and then studied law in Baltimore. Shortly after admission to the bar, Mr. Horwitz travelled extensively in Europe. Returning in 1841 with a well informed mind, he began the practice of his profession, soon taking high rank. He was a finished classical scholar, a forcible and elegant speaker, and for several years prior to his death leader of the Maryland bar. In 1861, Miss Maria Gross, the accomplished daughter of the surgeon, Professor Gross of Philadelphia, became his wife. By the practice of his profession and judicious investments, Mr. Horwitz accumulated a very large fortune.

LOUIS HOSTER, brewer, Columbus, O., born in the province of Rheinpfalz, Germany, Sept. 6, 1807, died in this country, July 4, 1892. He was a son of Jacob Hoster, cultivator of grapes and a wine merchant. Educated in the local schools, Louis came to America in 1833 and began business life in Columbus, O., in 1836, when he engaged in brewing upon the site which was ever thereafter devoted to the business. He was, in 1885, the founder and, until his death, the head, of The L. Hoster Brewing Co., which succeeded to his interests. Two sons, George J. and Louis P. Hoster, assumed the management of the business. His wife was Philipina Ambos, to whom he was married Jan. 25, 1838.

DAVID HOSTETTER, M.D., manufacturer, Pittsburgh, Pa., born on the farm, son of James Hostetter, a country doctor, Jan. 23, 1819, died in the Park Avenue Hotel, New York city, Nov. 5, 1888. He began life obscurely at the age of sixteen, as clerk in Christopher Hager's dry goods store in Lancaster, Pa., and spent seven years there, becoming chief clerk and manager. Beginning business for himself in Lancaster, he sold his interests April 15, 1850, and opened a grocery store in San Francisco, Cal. A fire having burned the store and left him penniless, he reached home in February, 1851, and served for a time as paymaster for McEvoy & Clark, contractors on The Pennsylvania Railroad at Horseshoe Bend, and about 1853 began in the firm of Hostetter & Smith to manufacture Hostetter's Bitters.

Having, in consequence of this industry, become firmly established in Pittsburgh, Dr. Hostetter connected himself with a variety of large enterprises. The Pittsburgh & Lake Erie Railroad, begun in 1877, was carried to success largely through his energy. He served as president of the company, held about 18,000 shares of its stock, and finally sold to the Vanderbilts, receiving about \$75 a share. This was not his only triumph in traffic enterprises. He was a prime mover in The South Pennsylvania Rail-

road, and as president managed The Pittsburgh, McKeesport & Youghiogeny Railroad with success. One of the organizers of The Fort Pitt National Bank, and for years its president, he was also long a director of The Farmers' Deposit National Bank. No one did more than he to develop the gas works and natural gas interests of that region, as the records of The Pittsburgh Gas Co., The East End Gas Co., the gas works in Allegheny, and The Consolidated Gas Co., clearly show. He helped create The Fuel Gas Co., owned a large interest in its successors, and was active in building pipe lines for the transportation of petroleum. After a bitter fight with the two trunk lines to the seaboard, he sold his interests to The Standard Oil Co. in 1877.

July 13, 1854, he married Miss Rosetta, daughter of Randall Rickey of Cincinnati, and became the father of four sons and one daughter. Three survived him, namely, Amy, wife of Herbert Du Puy, secretary of The Allegheny Gas Co.; D. Herbert Hostetter, now president of The Hostetter Co., and Theodore R. Hostetter, vice president.

AMORY HOUGHTON, jr., glass manufacturer, Corning, N. Y., born in Cambridge, Mass., Oct. 20, 1837, is a son of the late Amory Houghton and a descendant of an old family of New England, originally planted in Bolton, Mass., which has produced many conspicuous men, and, if the record be correct, is traceable back through English history as far as a knight of the times of William the Conqueror. Amory Houghton, sr., founded The Union Glass Co. in 1851 at Somerville, Mass., where he manufactured the finer quality of flint and colored glass ware for thirteen years, moving in 1864 to Brooklyn, N. Y., where for four years he was proprietor of The Brooklyn Flint Glass Works. In 1868, the Brooklyn works were transferred to Corning, N. Y., coal and wood being cheaper in price in that region, and there Mr. Houghton built The Corning Glass Works. Since 1872, the industry has been managed by Amory Houghton, jr., who has been its president since 1875 and one of the largest stockholders in the concern. Amory Houghton jr., attended Edward Hall's boarding school in Ellington, Conn., from 1848 to 1851, and graduated from the High School of Cambridge, Mass., in 1854. He then spent three years in the service of Lawson Valentine in the varnish, paint and oil business in Boston, and, since that time, has given his attention to the manufacture of flint and colored glass ware. Upon his father's death he inherited a moderate property, which he has since largely increased by his energetic and capable management of the glass works and by judicious and capable investments. Charles F. Houghton, a brother, is his partner. Mr. Houghton was married, June 19, 1860, to Ellen Anne Bigelow, and his children are Lizzie Bigelow, now deceased, Alanson Bigelow, Arthur Amory, Annie Bangs, and Clara Mabel Houghton.

HENRY OSCAR HOUGHTON, publisher, Boston, Mass., a native of Sutton, Vt., born April 30, 1823, died Aug. 25, 1895, at his Summer home in North Andover, Mass. Descended from John Houghton, who came from England to Lancaster, Mass., the early part of the seventeenth century, he studied at the academy at Bradford, Vt., learned the printer's trade in *The Burlington Free Press* office, studying at home meanwhile, and meeting Noah Webster in *The Free Press* office for the first time. Later, he practiced type setting in Nunda, N. Y. Returning to Burlington with nine pence in his pocket, he worked his way through the University of Vermont, graduating in 1846, \$500 in debt. Settling in Boston, he found employment at \$5 a week as reporter for *The Boston Traveller*, but, in 1849, became a member of the firm of Bolles & Houghton, Cambridge, printers, with \$1,500 of borrowed money. In 1852, Mr.

Houghton announced himself under the name of H. O. Houghton & Co., proprietors of the "Riverside Press," and engaged in the publication and sale of books on his own account. In 1864, with Melancthon M. Hurd, he formed the firm of Hurd & Houghton, publishers, and conducted the same business in New York as well. This firm were succeeded in 1878, by Houghton, Osgood & Co., and in 1880, by Houghton, Mifflin & Co. Mr. Houghton eventually became one of the leading publishers of the United States and the pride of the city of Boston. He was eminently the publisher of American authors, and several presses are constantly employed in printing copies of Webster's Dictionary. *The Atlantic Magazine* is issued by his house. Mr. Houghton gained not only a fortune but by his sunny, breezy, democratic nature, his kindness to authors and clear judgment, sagacity and high sense of honor, both the respect and intimate acquaintance of men of letters, and the best people of the community. He was married, in 1854, to Nanna W. Manning. Their children are Henry O., Elizabeth H., Alberta M., and Justine F. Houghton.

LEVI HOUGHTON, ship owner, Bath, Me., a man of vigorous mind, born in Bolton, Mass., Sept. 3, 1783, died at his home in Bath, Dec. 22, 1857. He was a descendant of the old Houghton family of Bolton, Mass. Levi Houghton began life as a retail merchant, and, in 1802, removed with a stock of goods to Bath, Me., where he opened a store and prospered greatly in business. Having invested some of his savings in sailing vessels, the building of which had been, from time immemorial, the principal industry of the city, he finally withdrew from mercantile pursuits, and about 1820 devoted himself to the construction and operation of a fleet of his own. His ships were never built for sale, but entirely for his own use. He was a large importer of salt.

In course of time, Mr. Houghton became the owner of about fifteen sailing vessels of large size, either bark or ship rigged, all constructed in his own yard on the Kennebec river, and employed mainly in the general trades of the world, freighting cotton, salt, tobacco and general merchandise between the continents. At several periods, notably during the gold excitement on the Pacific coast and the Crimean war, his ships yielded large returns, and Mr. Houghton gained a fortune, which descended to four sons and two daughters. He was a man of distinguished appearance and high character and held in high esteem by his contemporaries. His wife was Charlotte Reed.

The firm of Houghton Bro's, which succeeded to the business, consisted of Levi Warren, John R., S. Amory and Henry L. Houghton, all men of ability and powerful physique, and they became one of the most conspicuous of the shipping families of a famous city. The business founded by Levi Houghton was, under the management of his sons, developed to larger proportions, and although they are now retiring from the sea, they built in their own yard for many years, usually about every year, but sometimes at greater intervals, one bark or full rigged ship of large size. The house was always noted for the excellence and endurance of its ships, which, while more lightly sparred, as a rule, than other vessels of the same size, were large, swift and safe carriers, always rating among the best in the books of the underwriters and being splendid examples of the ability of American shipwrights. The *Arabia* and *Parthia*, both 2,000 tons measurement or more, were among their latest productions and attracted admiring comment in every port they visited. They were both lost at sea in 1895. The Houghton ships have been employed principally in the New Orleans, Liverpool, Havre, Antwerp, California, China and East India trades. The enterprise

of the house has made its name known all over the world, and it has now carried the American flag for three-quarters of a century on all the principal highways of ocean commerce. Amory Houghton died a few years ago, and Levi Warren Houghton (born Feb. 5, 1815) died Dec. 13, 1895.

HENRY HOWARD HOUSTON, born near Wrightsville, York county, Pa., Oct. 3, 1820, died at Wissahickon Heights, near Philadelphia, June 21, 1895. A son of Samuel Nelson Houston and Susan Strickler, his wife, he was of Scotch ancestry, the clan Houston, to which his lineage extended, owing its origin to Sir Hugh de Padivan, laird of the lands of Kilpeter in Strathgrief, Scotland. The pioneer in America came from the north of Ireland, about 1725, to Lancaster county, Pa. The grandfather of Mr. Houston, with four brothers, served in the American Revolution, and Sam Houston, of Texas, was of this family.

As soon as old enough, Henry H. Houston spent three years at the Lucinda iron furnace in Clarion county, and then helped rebuild and operate the Horse Creek furnace in Venango county, not then in blast. In 1847, he entered the office of D. Leech & Co. in Philadelphia, famous forwarders of that period, and with them engaged in canal and railroad transportation. His relish for enterprise of this character, energy and good judgment led to his appointment, in December, 1850, as general freight agent of The Pennsylvania Railroad; and he organized the service through to Pittsburgh and carried it on with much success until 1865. He then engaged in the general transportation business with partners, and held part ownership in about twenty steamers on the Lakes and twenty-one ocean vessels. Every year increased his resources, and he added to them materially by operating in petroleum in the early days and in gold and silver mines in the West. Among the corporations in which he was a director and stockholder were The Pennsylvania Railroad, The Pennsylvania Steel Co., The Inman Steamship Co., The International Navigation Co., The Pacific Mail Steamship Co., The Pittsburgh, Cincinnati & St. Louis Railroad, The Erie & Western Transportation Co. and The Cumberland Valley Railroad; but there were many others. At one time, he was president of The Pacific Mail Steam Ship Co.

By marriage, in 1856, with Miss Sallie S. Bonnell, of Philadelphia, Mr. Houston became the father of six children, of whom three, Sallie B., Samuel Frederic and Gertrude, survived him. He was a warden of St. Peter's Episcopal church at Germantown, and while liberal in charity, took no pleasure in allowing his benefactions to be known. Of the Washington & Lee university in Virginia and the University of Pennsylvania he served as a trustee. In the closing years of his career, Mr. Houston entered upon operations in real estate in the twenty-second ward of Philadelphia. The Wissahickon Inn belonged to him.

FRANK T. HOWARD, New Orleans, La., capitalist, born in New Orleans, May 31, 1855, received his education at the Washington & Lee university of Lexington, Va., and the Rensselaer Polytechnic Institute of Troy, N. Y. By the death of his father, the late Charles T. Howard, long known as one of the lessees of the Louisiana State Lottery, he inherited a comfortable fortune. Of this patrimony, he has taken excellent care and has increased it by ventures in real estate and other business. He owns the celebrated Quitaque ranch of 160,000 acres in the northern part of Texas, and has numerous other investments of various other kinds. He is a traveller and is often seen in New York city.

REV. JOHN MOFFAT HOWE, M.D., Passaic, N. J., was a descendant of John How, emigrant from Hodinhull, Warwickshire, England, to Sudbury, Mass., in 1639, and in 1657 the first settler of Marlborough, Mass. A great grandson of the pioneer, Bezaleel Howe, first of the line to spell his name as given, served through the American Revolution, became an original member of the Cincinnati, and, as auxiliary Lieutenant in Washington's guard, escorted Washington's baggage and papers from New York to Mount Vernon at the close of the war. Bezaleel served in the regular army for more than twenty-one years, and retired Nov. 1, 1796, a Major, and thereafter lived in New York city, where he served as a custom house inspector. In 1800, he married for his second wife, Catherine, daughter of the Rev. John and Maria Little Moffat of Orange county, N. Y., and died Sept. 3, 1825. John Moffat Howe, second son of Bezaleel, born in New York city at No. 12 Rose street, Jan. 23, 1806, was by turns a merchant tailor, a dentist, local preacher in the Methodist Episcopal church, and, after 1837, chaplain of the New York Hospital on Broadway. His health, always delicate, finally failed, and the condition of his lungs became so alarming, his voice being reduced to a whisper, that Dr. Howe sailed for England in 1838, and under the direction of Dr. Francis Ramadge learned to breathe properly, gaining considerable benefit from an inhaling tube for common air. Convinced that proper breathing, coupled with exercise in the open air and cheerful surroundings were the only hope of consumptives, he returned to America, studied medicine, receiving the degree of M.D., perfected the inhaling tube and made its manufacture his life work. The medical profession endorsed the inhaling tube and its use has since increased to this day. In 1853, Dr. Howe removed to Passaic, N. J., to gain for his children the benefit of country life, retaining an office, however, in New York city. To Passaic, he proved a valuable addition. Through his energy, the village was developed into a city and its former inefficient schools replaced by better ones. Dr. Howe owned a large amount of real estate there, which so occupied his time that he finally gave up his medical practice. Gov. Marcus L. Ward appointed him a member of the State Board of Education. Dr. Howe was re-appointed by various successors of Governor Ward, and held it an honor to have taken part in founding the present excellent school system of the State. He died in Passaic, Feb. 5, 1885. He had been three times married. His widow, Emeline Barnard Howe, and seven children yet survive him, the latter being Frances Ramadge, wife of the Rev. John A. Munroe; John Morgan Howe, M.D. of New York city; George R. Howe of East Orange; Edwin J. Howe, M.D., of Newark; Charles M. Howe, D.D.S., of Passaic; Ella Louise, wife of Dr. Byron D. Halsted; and Emeline Jenkins, wife of David Carlisle.

THOMAS MARSHALL HOWE, banker and manufacturer, Pittsburgh, Pa., born in Williamstown, Vt., in 1808, died, July 20, 1877, at his residence of Greystone in Pittsburgh. In the sixth generation of descent from John How of Warwickshire, Eng., who came to America in 1639, he was the son of a farmer and in 1817 moved with the family to a section in Trumbull county, O. About 1828, he settled in Pittsburgh, Pa., and after a year or more as a dry goods clerk, became, in 1830, a partner in the hardware firm of Leavit & Co. The next step in his progress was an election in 1839, as cashier of The Exchange Bank, the oldest institution of its class in that city next to The Bank of Pittsburgh. About 1841, Mr. Howe made a personal examination of the copper ore deposits of Lake Superior and through his influence, in large part, The Pittsburgh

& Boston Mining Co. was organized to exploit the mines. Mr. Howe was secretary and treasurer of the company and made several visits to the peninsula where the mines were located. The mines were a source of great profit to the owners but were closed in June, 1870, and afterward sold to Boston men. Mr. Howe helped organize the firm of C. G. Hussey & Co., to manufacture copper in Pittsburgh and most of the time, until his death, was an equal partner with Dr. Hussey in the business. He was one of the founders of Hussey, Wells & Co., later known as Hussey, Howe & Co., manufacturers of steel. In 1851, he became president of The Exchange Bank, retaining the place for many years. Mr. Howe was a pure, clean, enterprising and sagacious man, of vigorous intellect and indomitable spirit, and he not only amassed a fortune by his intelligent labors but won the unreserved respect of all his contemporaries. In politics always a Whig or a Republican, he was elected to Congress in 1850 and 1852, and during the Civil War served as Assistant Adjutant General of Pennsylvania. Of the Chamber of Commerce of Pittsburgh, he was president from its organization until his death, and was also a moving spirit in The Cleveland & Pittsburgh Railroad, president of the Allegheny cemetery enterprise for thirty years, and otherwise active in affairs.

JAMES MADISON HOYT, LL. D., lawyer and property owner, a prominent and respected resident of Cleveland, O., was born in Utica, N. Y., Jan. 16, 1815. Graduating from Hamilton college in 1834, Mr. Hoyt studied law and removed to Cleveland in 1837, beginning practice in the firm of Andrews, Foot & Hoyt, succeeded, in 1849, by Foot & Hoyt. Mr. Hoyt relinquished practice in 1853, to devote himself to real estate. Large tracts of land were bought in the city and suburbs, divided into house lots and sold for homesteads, not less than a thousand acres of land being so utilized. About a hundred streets were opened and named by him. He has been generous in dealings with purchasers and enjoys a high reputation for uprightness and fairness. Mr. Hoyt is a Baptist in faith and has been active in religious work, for more than twenty-six years superintendent of the Sunday school of the First Baptist church, and for many years teacher of a Bible class. For twenty years, he has preached at intervals, and the annual State convention of the Baptists elected him president for twenty-five years. He has been president of the American Baptist Home Missions Society and The Cleveland Bible Society. In public office, there has never been any attraction for Mr. Hoyt, although he served, in 1870, as a member of the State Board of Equalization. In 1872, Denison university in Granville, O., made him a Doctor of Laws. He is an attractive orator and has written much for publication in the periodicals of the day. His paper on "Miracles," in *The Christian Review* of October, 1863, was an exhaustive refutation of the skepticism of Hume; and his "Theism Grounded on Mind," in February, 1889, attracted much attention. He was married, in 1836, to Miss Mary Ella Beebe, in New York city. Of their six children, five are living, including the Rev. Wayland Hoyt, D.D., of Minneapolis, and Colgate Hoyt of New York.

WILLIAM MELANCTHON HOYT, wholesale grocer, Chicago, Ill., has conducted for many years an extensive and lucrative sale of legitimate merchandise. His business is now incorporated as The Wm. M. Hoyt Co., with a capital of \$500,000. He was born, in 1832, in Vermont, from Puritan stock, and inherited the rigid morality and purity of character of a long line of worthy ancestors. Removing to Chicago in 1855, he engaged in the grocery business, and although a heavy loser by the fire of 1871, resumed business at once, and has since met with uninterrupted success.

BELA HUBBARD, LL.D., geologist and real estate proprietor, Detroit, Mich., born in Hamilton, N. Y., April 23, 1814, settled in Detroit, after graduating from Hamilton college in 1834. In 1837-40, he was assistant geologist of Michigan, but turning from rocks to the law, was admitted to the bar in 1842. After a successful practice lasting a number of years, he turned his attention to operations in real estate, which have led him to competence, and has continued to operate in land until the present time. At an early day, he introduced and supported a measure, which led to the establishment of the Agricultural college of Michigan, and as trustee of the first Board of the Michigan Asylums for the Insane, Deaf and Dumb, was active in the planning and erection of the model institution at Kalamazoo. Mr. Hubbard was one of the founders of The Association of American Geologists and Naturalists, and has been a trustee of The Michigan Agricultural Society. He has written sundry papers for periodicals, scientific and literary, some of which are embodied in "Memorials of a Half Century." He was made a Doctor of Laws by his alma mater.

HENRY GRISWOLD HUBBARD, manufacturer, born at Middletown, Conn., Oct. 8, 1814, died in the same city, July 29, 1891. The old New England stock which gave him birth produced many persons prominent in their times. The pursuit of learning carried Mr. Hubbard in youth through the local schools, the military academy of Captain Partridge in Norwich, Vt., Ellington High School, and within the doors of Wesleyan university, but health failed at this juncture, and at the age of seventeen he entered the office of J. & S. Baldwin as a clerk. Later, he went to New York city to become a clerk to Jabez Hubbard, woolen commission merchant. In 1833, he returned to Middletown and with Jesse G. Baldwin opened a small dry goods store. But this virtually ended his experience in the retail trade. In 1835, he bought an interest in The Russell Manufacturing Co., engaged in making threads, yarns, etc., and was soon afterward made manager of the concern. This positon he held until his death, a period of over forty years, being president a part of the time, and, under his diligent supervision and careful management, the company attained marked prosperity. The works are located at South Farms, a suburb of Middletown. The prudent use of his profits in banks and securities resulted in a fortune of many millions, which he enjoyed quietly and unostentatiously, doing much good meanwhile to his fellow men. Mr. Hubbard cared little for politics, but every Connecticut man of his force, ability and character is elected to something in the course of his life, and, in 1866, he received an election as State Senator, and in 1884 and 1888 as Presidential Elector. A director of The Middletown National Bank after 1844, he was president at his death, and a trustee and manager and had been president of The Middletown Savings Bank. The Episcopal church remembers his gifts with gratitude. June 20, 1844, he married Charlotte R., daughter of Commodore Thomas Macdonough, and had two daughters, Margaret Sill and Charlotte Elizabeth Hubbard, the former of whom is living.

WALTER HUBBARD, manufacturer, Meriden, Conn., born Sept. 23, 1828, in Middletown, Conn., descends from a colonial family planted in this country, in 1633, by colonists from England. The Hubbards have an extraordinary record for patriotism, more than 500 of them having served in the American Revolution from Massachusetts and Connecticut. Capt. Jeremiah Hubbard, grandfather of Walter Hubbard, was one who rendered effective service in that great struggle. Jeremiah Hubbard, father of the subject of this sketch, was a farmer of the better class.

Walter was educated in the public schools and in Chase's preparatory school of Middletown, and spent the rest of his boyhood upon the farm, gaining vigorous health. At the age of eighteen, the lad went into business pursuits as clerk in a country store, and, with the aid of self denial, a clear head and energy, became, in 1852, the proprietor of his own store in Meriden, which he carried on successfully until 1860, thereafter devoting himself to industrial pursuits.

In 1854, Mr. Hubbard with his brother in law, Nathaniel L. Bradley, had founded The Bradley & Hubbard Manufacturing Co., of Meriden and New York city, for the production of brass and bronze lamps, fixtures for lighting, statuettes and artistic metal work of various descriptions. In the work of this concern, Mr. Hubbard devoted himself with energy, after 1860, and with the help of the store in New York city, they soon rose to the rank of the largest manufacturers of their class of goods in the United States. Mr. Hubbard has been president of The Bradley & Hubbard Manufacturing Co. since organization, and is also president of The Meriden Gas Light Co. and The Meriden Trust & Safe Deposit Co., and a director in other local companies. He was married, in 1852, to Abby A. Bradley, daughter of Levi Bradley, a prominent resident of Cheshire, Conn. Mrs. Hubbard died a few months after her marriage, and her husband has never married again.

He is a man of public spirit and has built the Winthrop Block and Hotel in Meriden, not as an investment, but to benefit the city, besides making liberal gifts to local charities, hospitals, churches and schools. A desire to see the world has taken him several times to Europe, and, in 1883-84, around the globe. He has visited all parts of his native land and Canada and parts of the West Indies and Mexico. Politics and public station have never attracted him. Well informed, fond of books, courteous in address and refined, he is highly esteemed by all who know him, and is a member of the Union League club, the New England Society and the American Geographical Society of New York city.

GEORGE FRANKLIN HUFF, financier, Greensburg, Pa., born, July 16, 1842, in Norristown in that State, is a son of George Huff, merchant and innkeeper, and of Caroline Boyer, his wife. Both parents were natives of Berks county and of German origin. With a practical common school tuition, Mr. Huff entered The Pennsylvania Railroad car shops in Altoona, at the age of sixteen, to learn car finishing, and received for his services the modest sum of 30 cents a day the first year, 60 cents the second, and 90 cents a day the third year. This calling he exchanged for another, in 1862, and became a clerk in the bank of W. M. Lloyd & Co., Altoona. Five years later, Mr. Huff helped establish the successful banking house of Lloyd, Huff & Co., in Latrobe and Greensburg, Pa. The firm have since gone out of business, but Mr. Huff has prospered in banking and mining, and is now an owner and director in The First National Bank of Greensburg; president of The Mountain, The Alexandria, and The Greensburg Coal Co's; director of The Southwest Pennsylvania and The South Fork Railways; treasurer of The Argyle, The Conemaugh, and The Hempfield Coal Co's, and The Greensburg Gas Lighting Co.; and connected with Coulter & Huff and The Atlantic and The Carbon Coal Co's. From these concerns he derives a large income. Mr. Huff was one of the famous 306 who held out for 36 ballots for General Grant in the Chicago convention of 1880, and served as State Senator, 1884-88, and Member of the 52d and 54th Congresses. He is a 32d degree Mason and an Odd Fellow, and con-

nected with other societies and the Metropolitan and Chevy Chase clubs of Washington. March 16, 1871, he married Henriette H., daughter of Jeremiah M. Burrell, once Chief Justice of Kansas, and of their eight children, four are living, Lloyd Burrell, Julian Burrell, Carolyn Burrell and Burrell Richardson Huff.

MARVIN HUGHITT, railroad manager, is an enterprising, progressive and successful man, and now the president of one of the greatest railroad systems in the United States. Born in the farming township of Genoa in Cayuga county, N. Y., Aug. 9, 1837, he became a resident of Chicago in 1854, and began life as a telegrapher, and was in the service of The Illinois & Mississippi Telegraph Co. for a number of years. Then he interested himself in railroads, first in The Chicago & Alton, and next in The Illinois Central, in which latter he was successively train master, assistant general superintendent and general superintendent of the road. Mr. Hughitt was soon recognized as one of the most competent railroad men in the West. In 1870, he accepted the position of assistant general manager of The Chicago, Milwaukee & St. Paul Railway, and in 1871 became general manager of Pullman's Palace Car Co. March 1, 1872, he was appointed general superintendent of The Chicago & Northwestern Railway. He became general manager May 1, 1876, and in addition second vice president June 2, 1880, and was elected president June 2, 1887. In this field of activity, Mr. Hughitt has made a reputation. He was, in 1882, elected president of The Chicago, St. Paul, Minneapolis & Omaha Railway, and, as the roads in question passed into the control of his own line, he became president successively of The Fremont, Elkhorn & Missouri Valley, The Sioux City & Pacific, and The Milwaukee, Lake Shore & Western Railroads. The last named has since been consolidated with and is a portion of The Chicago & Northwestern Railway proper. The system which Mr. Hughitt directs now comprises 7,955 miles of line, traversing nine of the principal States in the Mississippi valley, representing an investment of about \$275,000,000, and employing 40,000 persons. Mr. Hughitt is also a director in The Union Stock Yards & Transit Co. and The Union Pacific Railway.

FREDERIC WOLTER HUIDEKOPER, railroad manager, Washington, D. C., born, Sept. 12, 1840, in Meadville, Pa., the son of Edgar and Frances Shippen Huidekoper, was educated at Harvard college, class of 1862. From 1862 to 1875, he lived in Meadville and had charge, as executor, of the estate of his father, which consisted mainly of land inherited from the latter's father, H. J. Huidekoper, an emigrant from Holland in 1796, agent of The Holland Land Co., who bought on his own account large tracts of land in Northwestern Pennsylvania and finally the unsold lands of the Holland company. The Meadville Theological school was founded chiefly by this family. In 1863, Mr. Huidekoper became Captain of Co. F., 58th Pa. Militia, and served in the Department of the Monongahela and in Ohio in pursuit of the guerilla Morgan. In 1875, he was made chairman of the bondholders' committee of The Chicago, Danville & Vincennes Railroad, and took charge of the litigation which ended in the foreclosure and sale of the property. He was also one of the purchasing committee, and became general manager for the purchasers, April 17, 1877. Thus introduced into railroad affairs, he has since devoted his life to them with success. When The Chicago & Eastern Illinois Railroad was organized, Mr. Huidekoper became its president, Sept. 1, 1877, holding that position until 1882. During 1881 to 1882, he was also president of The Evansville & Terra Haute Railroad. Following is the later record of his rail-

road service: First vice president of The Richmond & Danville Railroad, and vice president of The Richmond & West Point Terminal Railway & Warehouse Co., and The Virginia Midland Railway, 1885-86; 1886 to 1887, president of The Virginia Midland Railway; 1889 to 1891, president and receiver of The Pittsburgh, Shenango & Lake Erie Railroad; 1890 to 1892, president of The South Atlantic & Ohio Railroad; June 15, 1892, to date, receiver of The Richmond & Danville Railroad; from July 28, 1893, to date, receiver of The Georgia Pacific Railway Co., and The Charlotte, Columbia & Augusta Railroad; and from Dec. 7, 1893, to date, receiver of The Columbia & Greenville Railroad. Mr. Huidekoper was married, Jan. 22, 1867, to Miss Virginia, daughter of Fitz James Christie, of Erie, Pa., and Elizabeth Anna Johns, his wife, and is the father of Frederic Louis and Reginald Shippen Huidekoper. He is a member of the University and Harvard clubs of New York city, the Metropolitan and Harvard of Washington, and the G. A. R., Society of Colonial Wars and Sons of the Revolution.

EDWIN MARTIN HUKILL, oil and gas operator, Pittsburgh, Pa., a native of New Castle county, Del., Feb. 1, 1840, is one of the ten children of Gideon E. Hukill, farmer, and Susanna McMurphy, his wife. When the father died, in 1856, Edwin took charge of the farm. As for schooling, he finished with two terms at a seminary in Pennington, N. J. In the Spring of 1864, the family moved into Odessa, a village near by, while Edwin found work as a clerk in Philadelphia, and, in November, went to the oil fields in Venango county. Having only \$7.50 of cash on hand, he went to work on Oil creek as a day laborer, but he saved his earnings and soon undertook to deal in oil and lumber, extended his operations afterward to oil producing, and became one of the most adventurous and successful producers in Pennsylvania. In 1871, Mr. Hukill removed to Oil City and helped found the banking house of Reynolds, Hukill & Co. He continued to operate oil lands in Venango, McKean and Bradford counties, but soon began to pay attention to natural gas, which had been first discovered in Fredonia, N. Y., and, in 1874, had been first utilized for manufacturing purposes in the iron works of Rogers & Burchfield in Leechburg, Pa. An enormous reservoir of natural gas had been tapped at Murrayville, eighteen miles from Pittsburgh, in 1878, but had been allowed to go to waste for several years before the possibility of a permanency of the supply dawned upon the public mind. While in Bradford, Pa., in 1881, Mr. Hukill discovered a geological chart, representing Pittsburgh as the center of a series of anticlinals, and understanding the meaning of this discovery, he applied for a charter, Jan. 21, 1882, for a company to drill the anticlinals near Pittsburgh and supply that city with gas for fuel and light. Mr. Hukill's charter was never utilized, his associates refusing to invest their capital, but Mr. Hukill persevered, removed to Pittsburgh in 1883, and although other men were the first to lay pipes for natural gas to Pittsburgh, he organized, after much labor, The Carpenter Natural Gas Co., in 1884, capital \$250,000, becoming its president. He has since developed the Greene county oil field, and organized The Pine Run Gas Co., to supply Apollo, Leechburg and Freeport with fuel gas, and engaged in other profitable enterprises. To him and his wife, Mattie E. Lyday, who were married in 1869, in Washington county, Md., have been born, Edwin M., Lyday May, Ralph Vincent and Grace Watkins Hukill. Mr. Hukill's wealth is the product of a life of incessant activity in the development of natural resources.

HERMAN HULMAN, merchant, Terre Haute, Ind., is the head of the successful house of H. Hulman & Co., wholesale grocers, spice grinders and coffee roasters. Born, April 30, 1831, at Lingen in Hanover, Germany, he followed the migration of the more enterprising of his fellow countrymen to America, and settled in Terre Haute to devote himself to the quiet prosecution of trade. His wealth is due not to sudden acquisition or exciting deeds, but to persistent devotion to the routine of trade and careful management. He now transacts a business of about \$3,000,000 a year.

HORATIO HOLLIS HUNNEWELL, capitalist, Boston, Mass., the son of Walter Hunnewell, was born in Watertown, Mass., July 27, 1810. His father was a highly respectable physician of that locality and practiced medicine in Watertown for a period of sixty years. The son received an excellent education in the schools of Watertown and Paris, France, and at the age of twenty-five became a partner in the Paris banking house of Welles & Co., well known to all American travellers who visited Europe from 1820 to 1840. He resided in that city about fifteen years and married there, in 1835, Isabella Pratt Welles, daughter of John Welles of Boston.

After returning to America, the present firm of H. H. Hunnewell & Sons was established in Boston in 1860 and its organization is yet retained for convenience, general mercantile business having been finally relinquished. Mr. Hunnewell is a considerable owner of real estate in Boston and elsewhere and for years took an active part and was largely interested in the construction of many of the Western railroads. For many years, he was vice president of The Michigan Central and director in The Illinois Central, The Hannibal & St. Joseph, The St. Joseph & Council Bluffs, The Chicago, Dubuque & Minnesota, The Wisconsin Valley, The Old Colony, and several other railroad companies. He is yet a director in The Chicago & West Michigan, The Detroit, Lansing & Northern and the Kansas City, Fort Scott & Memphis Railroads, and the several branches of the latter. He is also a director in many of the financial institutions of Boston.

The Summer residence of Mr. Hunnewell in the town of Wellesley, Mass., consisting of several hundred acres of land on Lake Waban, is one of the most noted in New England. Attracted by the Italian garden on the shore of the Lake, the very extensive collection of rare ornamental trees and numerous other features of interest, the place is visited every season by a large number of persons, not only from the neighborhood but from far distant parts of the country. To Mr. Hunnewell's liberality, the town is indebted for the gift of a Town Hall and Library, which was presented to the inhabitants a few years ago with about twenty acres of a well wooded park. It is a fire proof stone building of a most attractive design and stands on an elevated site in the center of the town. With the Library endowment and value of the land, it represents an investment by the donor of over \$200,000.

JOHN EDWARD HURST, merchant, Baltimore, Md., born in Cambridge, Md., Oct. 21, 1832, is a grandson of a worthy pioneer, a native of Surrey, Eng., who settled in Dorchester county, Md., in 1770. John was educated in the local schools, and when a lad of eighteen took a position as errand boy in a wholesale dry goods store in Baltimore. During his seven years there, he saved enough capital by strict economy to enable him, in 1857, to organize the firm of Hurst & Co., and embarked at his own risk in the jobbing of dry goods. The present firm are known as Hurst, Purnell & Co. Mr. Hurst is a man of acute mind and great energy, and has been very successful in

the commodious building owned by the firm. He is vice president of The National Exchange Bank, a director in The Mercantile Trust & Deposit Co., and The Consolidated Gas Co., a member of the Water Board, and a trustee of The Johns Hopkins Hospital. His clubs are the Maryland, University and Elk Ridge. May 25, 1858, Mr. Hurst was married to Mary R. Bell, daughter of Dr. Ephraim Bell of Baltimore county, in St. Paul's Episcopal church in Baltimore, and they have eight children, William B., Henry S. and John E. Hurst, jr., Mrs. Julia Bell H. Wilkin, Mrs. Mary Boyd H. Smith, Sarah W., Annie W., and Charlotte B. Hurst. Mr. Hurst has been diligent in his business, has "always done to others as he would they would do unto him," has had a successful career with contentment and happiness, and is highly regarded in Baltimore, commercially and socially.

CURTIS GRUBB HUSSEY, M.D., manufacturer, Pittsburgh, Pa., born in York, Pa., in August, 1802, died in Pittsburgh, April 25, 1893, perhaps the richest resident of Western Pennsylvania. He traced his family line to Christopher Hussey, of Surrey, England, who with other Friends migrated to America in 1632 and bought the island of Nantucket as a refuge from persecution, in 1658-59. In childhood, Curtis was taken by his parents, Christopher and Lydia Grubb Hussey, to Ohio, where he engaged in farming and studied medicine with a doctor in Mount Pleasant, Jefferson county. In 1825 and for a number of years thereafter, the healing art occupied him in Morgan county, Indiana; but, meanwhile, he had the spirit to start a number of country stores, which shipped produce and provisions to New Orleans, yielding him a moderate amount of capital. His fellow citizens elected him to the Indiana Legislature in 1829.

Having married, he settled in Pittsburgh, and when rumors of the discovery of copper mines in the Lake Superior region reached the city, he sent John Hays to explore, the latter buying for Dr. Hussey a sixth interest in the first three permits of three miles square each granted by the Federal government, located at Copper Harbor, Eagle River, and a place three miles west of the latter, respectively. The Pittsburgh & Boston Mining Co., organized in 1843-44, of which Dr. Hussey was the principal stockholder, began the development of the properties. A mining shaft, the first in the vicinity of Copper Harbor, was sunk, and in the Summer of 1845, mining operations were begun, which proved remunerative beyond the most sanguine expectations. The Cliff mine at Eagle River, discovered in 1845, the first there and perhaps in the world to yield pure metallic copper, cost the company in assessments \$110,000 and yielded in dividends \$2,800,000. The Pittsburgh Copper & Brass Works, built in 1849-50, were the first to operate extensively in American copper. In the development of the Adventure, Aztec, North American, Northwestern, Medora, National and other copper mines, Dr. Hussey was a leader, and he was also the first person to succeed in making a good quality of crucible cast steel in America on a large scale. He was a founder and first president of the Allegheny Observatory, and of The School of Design for Women.

Married in 1839 to Miss Rebecca, daughter of James and Susanna Jackson Updegraff, he was the father of C. Curtis, Anna M., Mary L., and James Hussey, all of who married and had children, save James, who died in childhood. By his will, he gave \$50,000 to the poor of Allegheny and Pittsburgh, and \$25,000 for other public objects. Dr. Hussey was a strong temperance man, of fine personal presence, affable and a good speaker. He never borrowed money, had a large surplus always to lend, and spent his means liberally for public and benevolent objects.

JOHN H. HUTCHINGS, banker, Galveston, Tex. born in North Carolina, Feb. 2, 1822, removed to New Orleans in 1843, and, in 1845, settled in Galveston, of which city he was destined to become one of the foremost residents. In December, 1847, John Sealy and he established a store in Sabine, Tex., and carried it on with great success for seven years, but, in 1854, they joined George Ball in Galveston in the banking and commission firm of Ball, Hutchings & Co. This bank is yet in existence under the old name, although all of the original partners except Mr. Hutchings have passed away. For a more extended account of this important and influential house, the reader is referred to the biography of George Ball. Mr. Hutchings is notable for his public spirit and sagacious efforts to promote the welfare of his city and State. The enterprises with which he is connected illustrate this point to some extent. He was president of The Galveston Wharf Co. for many years, and is yet an active spirit in its affairs. He is president of The Southern Cotton Press & Manufacturing Co., capital \$700,000, of which he was the originator, which owns the Shippers' and The Factors' Cotton presses; president of The Galveston Gas Co., which owns not only large gas works but The Brush Electric Light & Power Co. plant; president of The Galveston City Co., capital \$1,000,000, dealing in real estate; director of The Texas Guarantee & Trust Co., and one of the promoters and long a director in The Gulf, Colorado & Santa Fé Railroad, The Galveston, Houston & Henderson Railroad, The Texas Land & Loan Co., and The Galveston Insurance Co. He is also a partner in the Mallory Line of steamers to New York. In 1856, Mr. Hutchings married Miss Minnie Knox.

CHARLES L. HUTCHINSON, banker, Chicago, Ill., born March 7, 1854, in Lynn, Mass., a son of Benjamin P. and Sarah M. Ingalls Hutchinson, is of English descent. The family of Ingalls to which his mother belonged were the first settlers of Lynn. Charles was educated in Chicago, graduating from the High School in 1873. Immediately entering business life, he was employed in the grain business, then in packing, and finally in banking. He has been president of The Corn Exchange Bank since its reorganization, in 1879, having risen step by step from a modest beginning to his present position. Mr. Hutchinson is also connected as a stockholder or officer with The Northern Trust Co., The State Bank of Chicago, The Chicago Packing & Provision Co., The Art Institute, The University of Chicago, and The Auditorium Association, and is ex-president of the Chicago Board of Trade. He was a director of the World's Columbian Exposition, member of the executive committee and chairman of the Fine Arts department and also connected with the auxiliary Congresses and president of the Royal Greek Commission. The Art Institute, of which he has been president for fourteen years, is the apple of his eye. Much of his time has been given to this institution and probably no one else has done so much for its development and advancement. Mr. Hutchinson is a Universalist and has been superintendent of St. Paul's Sunday school for the last dozen years. His principal clubs are the Commercial, Chicago, Union League and Calumet. In 1881, Mr. Hutchinson was married to Frances M. Kinsley, daughter of H. M. Kinsley of Chicago.

CHAPMAN HENRY HYAMS, banker and broker, New Orleans, La., was born in Charleston, S. C., in 1838, of English descent. He was educated in New Orleans and his first business experiences were in that city. The exciting episode of the Civil War having passed by, New Orleans awakened at once to activity. Every alert business man shared in the restored prosperity, Mr. Hyams among the rest. The firm of Moore,

Hyams & Co., established in 1870, gave him congenial occupation, and he is now senior of Hyams, Moore & Wheeler, their successors. The firm have transacted the largest business in their field in New Orleans, dealing chiefly in city and State securities, Mr. Hyams in an active man, awake to opportunities and has various independent interests. He was married in 1868 and has one son, Chapman H. Hyams, jr. An able and upright man, he has been invited into the directory of street railroads and financial institutions, besides being a director in The Caffery Central Sugar Factory, the largest in the State, and the largest stockholder in the St. Charles Hotel, now in process of construction, and in the local Water Works. He is a member of the Boston club of New Orleans and the Manhattan club of New York.

CHARLES HYDE, banker in two cities, a native of Eagle, N. Y., born Feb. 27, 1822, the son of Elijah Hyde, a merchant and lumberman, was educated in the schools of Pennsylvania. Edward Hyde, Earl of Clarendon in England, was one of his ancestors. The young man followed the footsteps of his father at first in mercantile business and lumbering, but in time sought other occupation. Banks owe their origin as a rule to the earnings of merchants, and a very large number of presidents of these institutions are business men, either active or retired. It was not at all extraordinary, therefore, that in time Mr. Hyde turned to banking. He has been for many years the active head of the banking firm of Charles Hyde & Son, in Titusville, Pa., which is now managed by his son, Louis K. Hyde. The Hyde National Bank and The Second National Bank of that city were founded by him and he has been president of both. In Plainfield, N. J., where he also has a home, he is president of The City National Bank. Quiet in manner, closely attentive to the routine of his vocation, and slowly building his fortune without exciting episodes, he has met with marked success. Married in Pennsylvania to Elizabeth Kepler, he is the father of Charles Livingston, Louis Kepler, Dorsey William, Francis de Lacy and Ethel Hyde.



I.

JOHN W. ILIFF, cattle ranchman, Denver, Colo., a self made man, never made more than one excursion into any business vocation not connected with the soil of his native land. Born in Ohio, in 1831, and spending his early life in farming, he managed to gain a good education and graduated from Delaware college. Receiving a few hundred dollars from his father, the young man travelled to Colorado, in 1859, with a small wagon train loaded with provisions, which he sold in Denver to good advantage. In those early days, all the provisions and supplies consumed by the miners and settlers was brought from the States and sold at enormous prices. With the profits a small herd of cattle was bought, and Mr. Iliff engaged in stock raising, and finally merged his growing interests into The Brown & Iliff Cattle Co. His firm owned a ranch of 200,000 acres in Weld county, well stocked with cattle, and his large possessions made him known as the "cattle king." He died Feb. 9, 1878, leaving his estate to his widow, Elizabeth, now the wife of Bishop Henry W. Warren, and his son, William S. Iliff, now vice president of The City National Bank of Denver.

MELVILLE EZRA INGALLS, railroad president, Cincinnati, O., born in Harrison, Me., Sept. 6, 1842, originated on a farm. Attendance at country school was followed by a course in Bowdoin college and another at Harvard law school, whence he graduated in 1863. Then, having received authority to practice law, Mr. Ingalls made a beginning in Gray, Me., but within a few months moved to Boston, where, so rapidly did he come to the front, that, in 1867, he was elected State Senator. In November, in 1870, the owners of The Indianapolis, Cincinnati & Lafayette Railroad selected Mr. Ingalls as a proper man to take charge of the affairs of that line as president, and in April, 1871, made him receiver. Mr. Ingalls was not then thirty years of age, yet the selection proved a fortunate one for the railroad company as well as for himself. A long campaign and two reorganizations, in July, 1873, and November, 1880, respectively, were necessary before the property reached a flourishing condition, but success finally crowned Mr. Ingalls's labors and a consolidation with another system resulted, to the satisfaction of all concerned. After November, 1880, the road was known as The Cincinnati, Indianapolis, St. Louis & Chicago Railroad. During this period, Mr. Ingalls took a house in Cincinnati and has remained there ever since. In the consolidation of his road with The Cleveland, Columbus, Cincinnati & Indianapolis, June 27, 1889, Mr. Ingalls was an active spirit, and, of the new corporation, The Cleveland, Cincinnati, Chicago & St. Louis Railroad, the "Big Four," as it is called, he became president and has retained this position to the present time. Since Oct. 1, 1888, he has also been president of The Chesapeake & Ohio Railway, which he completed into the city, and he is also at the head of The Covington & Cincinnati Elevated Railway & Transfer & Bridge Co. and The Central Union Depot & Railway Co. During January, 1881, and October, 1883, he was president of The Kentucky Central Railway. Men who make the securities of a corporation worth more than previously, can always make a fortune, and this Mr. Ingalls has done. He is a man of public spirit and has been identified with the Exposition, the Art Museum, the Art School and other public institutions. When in New York city, the Metropolitan and Manhattan clubs are open to him as a member.

HUGH THEODORE INMAN, financier, Atlanta, Ga., was born in Jefferson county, Tenn., Dec. 26, 1846, member of one of the most able and conspicuous families of the State. Retiring from a profitable cotton commission business, some time after the War, he engaged in real estate, railroads, cotton mills and other ventures in his section, calculated to rebuild the shattered fortunes of the South. His own fortune is now established beyond question. Upon real estate alone, he is taxed for nearly \$300,000. The genius of his family shows in all that Mr. Inman does. President of The Manchester Investment Co., an owner in The Atlanta Compress & Warehouse Co., he is a vital force also in various mercantile and manufacturing firms in the vicinity of Atlanta, being president of The Franklin Printing & Publishing Co., special partner in Marsh & Smith, wholesale boot and shoes merchants, and a director in The Exposition Cotton Mills, The Home Insurance Co., The Atlanta Trust & Banking Co., and kindred enterprises. A man of great force and ability, he belongs to that group of loyal sons of their section who have created the new South and placed its business interests upon a substantial footing.

SAMUEL MARTIN INMAN, merchant, Atlanta, Ga., head of a firm doing the largest cotton business in the world, was born in Dandridge, Jefferson county, Tenn., Feb. 19, 1843, the son of S. W. Inman, a prosperous planter of the early days, who taught his children to speak the truth and fear God, and whose own life was regulated by that principle. Samuel was brought up on the Inman plantation, well known in East Tennessee for its fertility and fine location in the valley of the French Broad river. During boyhood, he attended the public schools and was then sent to Princeton college, and where he is remembered for ability and popularity.

In 1861, Mr. Inman enlisted in the Confederate army as a member of Co. K., 1st Tenn. Cav. He rose to a Lieutenantcy and served unflinchingly until the end of the war. Locating for a short time in Augusta, in 1867, he removed to Atlanta. There he engaged in cotton buying with his father in S. W. Inman & Co. Two years later, the firm became S. M. Inman & Co., and with youthful energy at its head, it gradually extended its operations until it became the leading firm in the South, and in fact, in the world, in the purchase and compressing of cotton. The firm now transacts a great business. Its principal offices are in Atlanta and Houston, Tex., and the firm are represented by buyers in South Carolina, Georgia, Alabama, Mississippi, Texas, Arkansas, Louisiana and Indian Territory. Mr. Inman has made the business extremely profitable. He is a large owner of growing real estate, and a director in The Atlanta Home Insurance Co., and other local corporations.

In 1868, Mr. Inman married Miss Jennie Dick of Rome, Ga., a refined and charming woman, who died in 1890, leaving a daughter and two sons. In her memory, Mr. Inman established The Jennie D. Inman Orphanage in Atlanta, and pledged \$2,500 a year for ten years and an equal sum from other sources for its support. Mr. Inman was married in 1893, a second time, to Miss Mildred McPheeters of Raleigh, N. C. He has a pleasant home in one of the most delightful parts of Atlanta. He is noted for philanthropy, and has been a large contributor to the funds of the Y. M. C. A., having been also one of the pioneers in the movement for a technological school, for which he gave \$5,000 himself and assumed the responsibility of raising \$75,000 more. For a number of years, he has been an elder in the First Presbyterian church. The Southern Society of New York claims him as a member.

WALKER PATTERSON INMAN, a retired cotton merchant and capitalist of prominence, Atlanta, Ga., was born near Huntsville, Ala., June, 1828, his parents being descendants of Revolutionary ancestry. When quite young he was left an orphan and was taken by his brother, Shadrach W. Inman of Dandridge, Tenn., given an education and trained for a business life. To his brother, who is still living at the age of eighty-three years, he attributes much of whatever success he may have attained.

When quite young, Mr. Inman became a partner with his brother in the mercantile business and was fairly prosperous, was married in 1858, to Miss Cordelia Dick of Dandridge, and has four children living. At the beginning of the Civil War, he was doing a prosperous banking business in Atlanta. In common with the business men of the South, he found his fortune largely swept away by the War, but with energy and patience went to work to place his family in comfortable circumstances. His success has been constant, and as the reward of business skill, foresight and honesty he found himself able, in 1892, to retire from business with an ample fortune. He is one of a group of dauntless men of the South, whose energy and well directed efforts proved so beneficial to the people of their section.

In 1869, he became a leading member of the great cotton firm of S. M. Inman & Co., Atlanta, Ga., and Inman & Co., Houston, Tex. His long experience as a banker, fitted him peculiarly for handling the financial department of a business, the largest of its kind in the world, and covering some twenty million dollars annually, and the phenomenal success of the firm was largely secured by his assistance. Upon retiring from business his interest was given into the worthy hands of his two sons, William H. and John W. Inman.

The guiding instincts of Mr. Inman's life have been devotion to his home, family, friends and church, a strict sense of business integrity, and a broad and liberal sympathy and charity towards his fellow men. His hand has ever been open to those in distress, and he enjoys the universal esteem of the community. In a quiet way, he has attained that success most to be desired in this life, a good home, a family raised in the fear of God, the ability and disposition to help those who need help and the approval of his conscience in feeling that his success in life has been due to honest methods and moral principles.

JAMES IRVINE, born in San Francisco, Cala., Oct. 16, 1867, is a son of the late James Irvine, pioneer of the Pacific coast. The senior Irvine, an enterprising man, arrived in America in 1846 from the north of Ireland, and, in 1849, reached San Francisco by the ship *Humboldt*. He hurried to the mines and took out enough gold to enable him to establish a wholesale grocery business in San Francisco. This venture and his subsequent purchases of city realty and Mexican land grants were all attended with success. He married a daughter of Harvey Rice of Ohio and died in 1886. James Irvine, the junior, was educated in California colleges and came into a large inheritance at the age of twenty-five from his father. With its management, he has since been occupied. The Pacific Mutual Life Insurance Co., is one of the corporations in which he owns an interest, and the San Joaquin ranch in Orange county is one of his most cherished possessions. Mr. Irvine was married in September, 1892, to Miss Frances Anita Plum. He is a member of the Olympic club of San Francisco, and a well known and popular man.

DAVID W. IRWIN, merchant, Chicago, Ill., who died, Jan. 24, 1894, was the head of the firm of Irwin, Green & Co., commission grain merchants. A descendant from a Scotch-Irish ancestry, he was born in Sodus, Wayne county, N. Y., Dec. 14, 1830, and educated at the best schools and academies in the neighborhood. Raised upon a farm, he came to Chicago and followed the grain business for many years, finally retiring from active supervision a few years ago, but retaining his interest in the firm. He owned the Irwin building and a number of stores and apartment houses. He was always a straightforward and estimable man. Harriet L. Nash, his wife, died in 1891, survived by two children, Charles D. Irwin and Mrs. Harriet E. Root. Mr. Irwin was the first president of The American Exchange National Bank. He was often solicited to accept other positions of trust and prominence, but in nearly every instance refused, preferring his home life, surrounded by family, books and pictures, to a public career. He was a Presbyterian and a member of the Union League club.

THEODORE IRWIN, manufacturer, Oswego, N. Y., a son of William P. Irwin, farmer, descended from Scotch Irish stock. Born in Sodus, Wayne county, N. Y., May 25, 1827, and educated in the grammar schools of Sodus, Marion academy and the Rochester Collegiate Institute, he began life as a farmer and produce buyer in Sodus. In 1845, he removed to Oswego and put to use what he knew about the products of the soil by engaging first in flour milling. That industry led him finally into lake shipping and canal transportation, which occupied him in part until 1864, when, with George B. Sloan, he founded the firm of Irwin & Sloan, and established a grain commission, elevator and storage business. Oswego is an important lake port, and the stream of traffic which poured through its gateways, under the direction of Irwin & Sloan, brought prosperity to the firm. Mr. Irwin is now president of The Oswego Shade Cloth Co., The Oswego Railway Car Spring Co., and The Standard Yarn Co., and vice president of The Second National Bank. Much of his leisure is devoted to book collecting, and his library contains many rare and costly works. He is a member of the Grolier club of New York city and a man of most estimable qualities, possessing the faculty of making devoted friends and keeping them.

ROBERT H. IVES, merchant and manufacturer, Providence, R. I., who passed away in Providence, July 6, 1875, at the age of seventy-seven, was a partner in Brown & Ives. A merchant of the old school, thoroughly trained in youth to business pursuits, and in his private character an exemplar of the austere virtues of the colonists of New England, he was a son of one of the founders of Brown & Ives and spent his life in the labors of the house. Originally merchants in the foreign trade, Brown & Ives became, during his time, merchants in the domestic trade and manufacturers of cotton and other goods, and had an ownership in a large number of factories in Blackstone, Mass., and Ashton, Lonsdale and Scituate, R. I. They were agents for all their several mills and the largest cotton manufacturers in New England. Great liberality was shown toward the employes of the firm in the payment of wages, and efforts were continually made for their improvement. Libraries were established at the factories and educational opportunities afforded. The company's mills at Lonsdale were among the most complete of the kind in the country. The firm of Brown & Ives naturally exercised a strong influence in the Republican politics of the State, although none of its members sought high political office. Mr. Ives was a member of the Episcopal church and liberal in his gifts to Brown university.

J.

MORDECAI WILLIAM JACKSON, car builder, Berwick, Pa., was a native of the town, having been born Jan. 28, 1815, and he died there, July 18, 1894. That then partly settled country did not apparently present many opportunities, but, in 1840, beginning life without means, Mr. Jackson, with George Mack for a partner, started a small foundry for making plows, kettles, stoves and other castings. So home spun was the first start, that cores were for a time dried in the family bake oven. In 1843, Mr. Jackson bought the interest of his partner, and took Robert McCurdy into the business, but, in 1846, he bought Mr. McCurdy's interest and took into partnership William H. Woodin; and these two energetic and intelligent friends remained in business together ever afterward. In 1860, they began to make castings for coal companies and to build coal and freight cars. One of their early cars was so big that they had to take down the end of the building, in which it was constructed, to get it out. Later, car wheels became the specialty of the works, and, after the fire of 1866, which burned the shops, a very fine plant was constructed, with wheel foundry, pipe foundry, rolling mill and car shops. The business was incorporated, in 1872, as The Jackson & Woodin Manufacturing Co., with a capital of \$1,000,000. The two titular partners then virtually retired from active labor, Mr. Woodin dying Nov. 10, 1886. Mr. Jackson was president of The First National Bank for thirty years, at one time Associate Judge, always a Methodist, and a man of great decision of character, just, charitable and generous. An amusing circumstance attended the building of his residence. Mr. Jackson started the house in 1857. Then came the panic, and \$50 was all that was actually paid out in cash for the construction of the house. Mr. Jackson traded plows for bricks, and stoves for lumber, and for labor he paid in flour, potatoes, etc., which others had paid him in exchange for various articles from the foundry.

JEFFERSON GILBERT JAMES, ranchman, San Francisco, Cala., was born, Dec. 29, 1829, near Spencerburg in Pike county, Mo., his father being a Virginian, his mother a native of Kentucky. The days of youth, spent in toil upon the paternal farm, inured him to arduous labor, and when he arrived on the Pacific coast in 1850, a strong, courageous, and energetic man, he fared so well in the mines that he was able to return to Missouri, in 1852, with \$3,000 in gold. The farming instinct then prompted him to drive a herd of about ninety cows overland to California, with the belief that it would be profitable to establish a dairy business. Disappointed in this, Mr. James had to sell the cattle for beef. About \$5,000 more was secured in the gold mines during 1855-57, and, having learned a valuable lesson, Mr. James rode to Los Angeles, engaged in stock raising and became a pioneer in that industry and a very energetic one. He bought 640 acres at Fresno slough, and in time leased enormous tracts upon which to graze his cattle, having at one time the control of about 100,000 acres for this purpose and owning 15,000 head. For a number of years, Stockton formed his headquarters, but latterly he has made his home in San Francisco. He is a man of sense and energy.

WILLIAM H. JAMES, smelter, Denver, Colo., now connected with The Omaha & Grant Smelting & Refining Co. and The Denver National Bank, has made his fortune in mines, smelting and banking, during a residence of thirty-four years in Colorado.

He was born in Monmouthshire, Eng., Feb. 5, 1838. Coming to America at an early age, he was educated in the public schools of Brooklyn, and in 1860 moved on to Colorado. Mr. James married in 1859 in Iowa, Margaret A. Haddock of New York city. They have two children, Elsie and Henry C. James. Mr. James was Mayor of Leadville in 1879, and is a member of the Denver club.

DAVID JAYNE, M.D., manufacturer and financier, Philadelphia, Pa., a man of more than average talent, was fourth in descent from Elder William Jayne, a Puritan clergyman, who was born in Bristol, Eng., 1618, and emigrated to America in 1678, and died and was buried in the Puritan church yard in Setauket, L. I., where his grave is yet to be seen. Dr. Jayne was born in Bushkill, Monroe county, Pa., July 12, 1799, and lived to know that his name was being pronounced by millions of people and in every civilized region under the sun, and to become one of the most prosperous citizens of the metropolis of Pennsylvania. He died at his home in Philadelphia, March 5, 1866, while yet in the prime of an active life. The Rev. Ebenezer Jayne, his father, was a clergyman of the Baptist church, the author of a Baptist hymn book and a master of polemics, as indicated both by his preaching and numerous essays from his pen. Timothy Jayne, Captain of Kachlein's Battalion of the Revolutionary Army, was an uncle of Dr. Jayne.

Brought up in an agricultural region not far from the Delaware river, with few advantages so far as wealth was concerned but under parents of superior minds, the subject of this memoir managed, not without difficulty, to gain an excellent education, and fitted himself for the practice of medicine at the University of Pennsylvania. He began practice of the art of healing as a country doctor in Cumberland county, N. J., in 1825, and continued there and in Salem, N. J., until 1836. The exigencies of a country practice and the great value to isolated families of having at hand, for instant use, ready made remedies, led Dr. Jayne, in 1831, to formulate the prescription of his celebrated expectorant. The success of this remedy, locally, suggested to the inventor's mind the desirability of organizing a regular manufacture of it, and, in 1836, he settled in the city of Philadelphia; and while, to some extent, going on for a time with his professional work, he bought a drug store on South Third street and gradually became entirely absorbed in the manufacture of several remedies upon a large scale. Dr. Jayne was as energetic and capable in business affairs as he was profoundly versed in pharmacy; and the result of his intelligent labors was soon visible in the creation of an extended trade in medicines. When the original drug store had been outgrown by the business, he began, in 1848, the erection of a large granite and marble laboratory and salesroom on Chestnut street, Philadelphia, with a frontage of forty-two feet and height of thirteen stories, and, in that impressive structure, after 1850, carried on a continually expanding manufacture of medicines until the end of his days. It is not to be supposed that such brilliant results were attained without intense, unsparing and persistent labor, ingenious management and the expenditure of enormous sums of money for advertising. Dr. Jayne was one of the greatest advertisers of his day; and it is said that he was the first person to publish an almanac as a means of making known the merits of his remedies. Millions of copies of his Almanac were printed and distributed, not only in the English tongue, but in all the modern languages of America, Europe and Asia, including even some of the minor dialects of India.

In 1850, a son, David W. Jayne, and a nephew, Eben C. Jayne, were admitted to partnership, but, in 1855, upon the accession of John W. Walker, his brother-in-law, to the firm, the founder reorganized the house as Dr. D. Jayne & Son. To these younger men, he gradually left all the details of management. The sale of his medicines extended to every part of the civilized world, and his short but active business career of thirty years brought him a notable fortune.

After 1855, Dr. Jayne occupied himself largely with real estate operations. He added many fine buildings to the attractions of Philadelphia, erecting, among others, the granite structure on Dock street, long occupied by the United States government for the post office, Jayne Hall, the Philadelphia Arcade and the Commonwealth building, and, at the time of his death, was completing one of the finest residences in Philadelphia, at No. 1826 Chestnut street.

One of his sons, Henry La Barre Jayne, is a prominent lawyer. Another son, Dr. Horace Jayne, graduated with distinction from the medical school of the university of Pennsylvania, and, after pursuing his studies for several years at Jena and Leipsic, was subsequently elected Dean of the College Department of the University of Pennsylvania, and Professor of Vertebrate Morphology in the same institution. He resigned the Deanship in 1895, to accept the position of Director of the Wistar Museum and School of Anatomy, which position he yet holds. A grandson, Harry W. Jayne, Ph.D., is a graduate of the University of Strasburg and a distinguished chemist and lecturer in chemistry in the University of Pennsylvania.

RUFUS C. JEFFERSON, lumberman, St. Paul, Minn., a native of Gainesville, N. Y., where he was born, April 24, 1843, is a son of Cyrus Jefferson, a successful business man. His Welsh and English forefathers settled in Rutland, Vt. The young man attended school in Buffalo and Geneseo, N. Y., and hurried to the field of battle in 1862 in Co. A, 1st N. Y. Dragoons, serving until the end of the Civil War. The old soldiers scattered all over the country after the War and Mr. Jefferson settled in Woodstock, Ill., engaging in the lumber business and remaining there seventeen years, meanwhile serving as Mayor of Woodstock from 1872 to 1874. Mr. Jefferson inherited from his father some means, but what was of more importance, as his business career denoted, his indomitable energy, ability and sterling character. It was in Woodstock that Mr. Jefferson married, in January, 1868, Miss Genevieve C. Church, and this happy union has brought them seven children, Cyrus C., Rufus W., Lawrence C., Dora A., Genevieve C., Archibald A., and Helen Jefferson. The oldest and the youngest have since died. In 1883, Mr. Jefferson removed to St. Paul and in the firm of Jefferson & Kasson, proprietors of a large area of pine lands and lumber merchants, he has grown to prosperity. Dealings in city and agricultural real estate have to some extent engaged his attention, and he has not only succeeded in business but gained the respect of the community. Philanthropic and a Presbyterian, he has aided liberally the benevolent institutions of St. Paul and served as director of The Young Men's Christian Association and one of the three Commissioners of the Million Dollar Fund of the Northwest for maintenance of disabled and retired ministers. Prosperity has not changed him, and he is yet, as ever, a genial, unassuming and attractive man.

ALFRED JENKINS, merchant, Baltimore, Md., came from a numerous and influential family of that name. Born in 1810, he died Aug. 16, 1875. The son of Edward Jenkins, a successful merchant, he had the good fortune to receive a good education at

St. Mary's college in Baltimore, and began life with the firm of Edward Jenkins & Co., wholesale merchants of carriage and saddlery hardware. He was for many years engaged in the leather business, and was the father of Robert H. Jenkins of Edward Jenkins & Sons, and of Alfred Jenkins, jr., of New York. Mr. Jenkins was a capable business man, and by his energy gained a fortune.

E. AUSTIN JENKINS, merchant, born in Baltimore, Md., in 1806, died in Baltimore, Nov. 30, 1888. He was one of the sons of Edward Jenkins. Graduating from Georgetown college, he engaged actively in business pursuits until 1867, when he retired with a fortune. The late Gen. Columbus O'Donnell and he were intimate friends and associated in numerous enterprises in their State and city. Mr. Jenkins was a director in The Baltimore Coal Co., The Georges Creek Coal Co., The Baltimore Gas Light Co., The City Passenger Railway Co., The Savings Bank of Baltimore and The Baltimore Fire Insurance Co. His wife and six children survived him.

JOHN DRAKE JENNINGS, property owner, Chicago, Ill., came from a family of English origin, the branch to which he belonged taking root in New York State half a century before the American Revolution. Samuel Jennings, his great grandfather, was a large land owner there, and Samuel Jennings, his father, one of the early settlers of Lockport, N. Y., built the Lockport Hotel and managed it as proprietor, 1820-32. John D. Jennings was born in Benson, Rutland county, Vt., April 10, 1816, but was educated in Lockport, and at the age of eighteen engaged in real estate business on his own account in Buffalo, beginning on a small scale and later operating extensively. He was successful, and two years later, removed to New York city to enlarge his field. The crash of 1837 paralyzed real estate operations, however, and after a year in New York, Mr. Jennings removed to Chicago with a stock of goods, intending to locate there as a merchant. But the outlook did not encourage him. The place was small, and hard times had impoverished the people; and so he moved on to Cass county, Mich., locating there as a merchant in a country town, visiting Chicago, however, frequently and even buying some real estate there. In 1838, he was married in Lockport, N. Y., to Miss Hannah W. Brizse, daughter of Stephen Brizse, a prominent pioneer of that city. A home in Michigan was retained, until 1843, when Mr. Jennings moved to Chicago, built the first store building on Lake street, and later led in the erection of business property on Wabash avenue. A merchant in Chicago, 1845-50, he thereafter gave his attention mainly to real estate. He was unerring in his judgment of values and author of the system of ninety-nine year leases in Chicago. His fortune was built up rapidly. He aided in developing the street railroad system of the city, the management of the South Park boulevards, and the organization of The Mutual Trust Co., afterward merged in The Jennings Trust Co., and now known as The Equitable Trust Co. His two sons are now large owners and one is a director in the latter company. He was a member of the Calumet club, to which the pioneers of Chicago generally belonged. He died April 14, 1889, survived by his wife, since deceased, and two sons, George F. and Edwin B. Jennings.

MARSHALL JEWELL, manufacturer, Hartford, Conn., son of Pliny Jewell, a tanner, as his forbears had been for four generations, rose to high station in the service of his country and the regard of his fellow citizens. The Jewells were settlers of Boston as early as 1639, and Joseph of that name, son of Thomas, the pioneer, owned the ferry between Cambridge and Boston for many years. Marshall Jewell was born in

Winchester, N. H., Oct. 20, 1825, and died in Hartford, Conn., Feb. 10, 1883. Taught as much as village boys generally are, and then set to work in the tan yard, his spirit soared above hides, vats and tan bark, and at eighteen he became a telegraph operator, serving by turns in Rochester, N. Y., Akron, O., Columbus, Tenn., and Jackson, Miss., and he then oversaw, in 1848, the building of a telegraph line between Louisville and New Orleans, next year becoming general superintendent of the New York and Boston telegraph line. Having finally had enough of this sort of life, and perceiving no hope for the future in a salaried position under a corporation, Mr. Jewell went back to Hartford, and was made a partner in P. Jewell & Son, tanners, and engaged once more in the manufacture of leather. It is said the concern made \$100,000 the first year. Pliny, Lyman B., and Charles A. Jewell, brothers of Marshall, came into the firm later. The concern is now known as The Jewell Belting Co., and its productions have had a world wide sale. Between 1852 and 1857, Mr. Jewell travelled extensively in Northern Europe. Worthily ambitious of public office and well qualified by disinterestedness of character and ability for important trusts, he served as Governor of Connecticut in 1869-71 and 1872, Minister to Russia in 1873, and Postmaster General in 1874. Among his private interests outside of the leather industry were the dry goods house of Charles Root & Co. in Detroit, in which he was a special partner, The Jewell Pin Co., of which he was president, The Phoenix Fire Insurance Co., The Hartford Bank, and various telephone and other companies. His strong, burly but handsome figure, overflowing vitality and sound counsel were sincerely missed by his fellow citizens of Hartford.

SHERMAN SKINNER JEWETT, foundryman, banker, and one of the leading citizens of Buffalo, N. Y., was born in Moravia, N. Y., Jan. 17, 1818, and is of the blood of the early founders of American institutions, and the military forces of the War for Independence. His parents were Josiah and Sophia Skinner Jewett. Josiah Jewett was a farmer, who removed at an early day from Connecticut to one of the fertile townships of Cayuga county, N. Y. Both he and his wife were of New England descent, their ancestors having emigrated from England in 1638.

Sherman S. Jewett received his education in the district school near his early home and during one Winter attended the High school in Buffalo. While a lad, he assisted his father on the farm, and then served as clerk in a modest country store. At the age of sixteen, the young man made his way by the Erie canal to the city of Buffalo, where he entered the employment of an uncle, Isaac W. Skinner, a manufacturer of plows and mill machinery foundry to a limited extent. Under the kind supervision of this relative, and impelled by a strong desire to succeed, Mr. Jewett made every effort to master the trade of a moulder, and succeeded thoroughly, being of a practical turn of mind, clear headed and energetic. Afterward, he served as a clerk until the foundry was destroyed by fire.

Sept. 1, 1836, then only eighteen years of age, Mr. Jewett engaged in the foundry business on his own account in Buffalo, as member of the firm of Day, Root & Co., composed of Franklin Day, Francis H. Root and Sherman S. Jewett, who erected a small foundry on Mississippi street. After several years of moderate growth and various changes in the firm, Mr. Jewett and Francis H. Root established, in 1843, the house of Jewett & Root. The house met with the usual experiences incident to a new business established with moderate capital, but affairs were managed with skill and earnestness and the growing West afforded an improving market. The firm soon dis-



W. G. Smith

posed of that department which embraced the manufacture of machinery and miscellaneous castings, having decided to confine their attention to the production of stoves of every description, a line of trade then in its infancy. Under careful attention, the business rapidly increased until, in 1854, a branch office and warehouse were opened in Chicago, branches in Detroit, Milwaukee, Denver and San Francisco becoming necessary in due course of time. In 1875, Josiah Jewett became a member of the firm.

A voluntary division of the interests of the senior members resulted, in 1878, in the formation of the firm of Sherman S. Jewett & Co., Mr. Jewett and his two sons, Henry C. and Josiah, being the copartners. The house as thus established has continued to prosecute the same business with success, under the direct supervision of Sherman S. Jewett.

Mr. Jewett has served several times as Alderman, and, in 1878, received a nomination for Member of Congress, which he could not accept on account of declining strength. He voted in 1880 in the Electoral college for James A. Garfield for President of the United States. As one of the projectors of the elaborate system of public parks in the city of Buffalo in 1868, and as president of the Park Commissioners since 1879, he displayed his appreciation of an enterprise which has proved a general benefit, while his continuance in the office of president is a manifestation of the esteem in which he has been held by all the Boards of Park Commissioners.

The city of Buffalo received valuable service from Mr. Jewett when, as president of The Buffalo, New York & Philadelphia Railway, he returned to the city \$700,000 for its stock, deemed worthless when he was placed at the head of the corporation.

Mr. Jewett has been a director of The New York Central & Hudson River Railroad since 1884, and also president of The Western Transit Company since 1885.

In social life, Mr. Jewett has been prominent in the following societies: The Falconwood Company, the Washington Street Baptist church, the Prospect Avenue Baptist church, the Delaware Avenue Baptist church, The Young Men's Association, The Buffalo Fine Arts Academy, Rochester university and Forest Lawn cemetery. His gifts to Baptist churches, and those of other sects have been liberal, and the assistance rendered to The Young Men's Association and The Buffalo Fine Arts Academy, at critical moments, rescued both from failure and placed them on a career of prosperity.

In finance, he has always exhibited unerring judgment and a rare insight into the future. He was one of the founders of the following institutions: The Manufacturers' and Traders' Bank, The Bank of Buffalo, The Columbia National Bank of Buffalo, The Bank of Niagara at Niagara Falls, N. Y., and The Bank of Suspension Bridge, all of which are in successful operation. He has also been interested in other banks and insurance companies.

As assignee of the three great insurance companies ruined by the great Chicago fire of 1871, he completed his work in three years, a feat accomplished by untiring devotion to the trust, and not equalled in the record of similar undertakings.

Sherman S. Jewett was married, Aug. 14, 1839, to Deborah Dusenberry of Buffalo. The children born to them have been Henry Clay Jewett, Josiah Jewett, Emma Alice Jewett, Jennie Matilda Jewett, Frank Webster Jewett, who died in 1859, and George Sherman Jewett, who died in 1862. Emma married Charles H. Williams, and Jennie married Henry C. Howard, all residents of Buffalo.

The generosity exercised by Mr. Jewett towards his family and other relatives is particularly deserving of mention, more especially because his generosity is so spontaneous on his part. His discerning mind always has the counsel of a warm heart.

In the Summer, Mr. Jewett's principal recreation is fishing in the Niagara river, where he enjoys the use of his steam yacht *Titania*, a privilege which he shares generously with all his relatives and intimate friends. In Winters, he is compelled by the climate to reside in Florida or California.

Mr. Jewett's record combines prominence in social life with success in industrial pursuits, as well as ability in public matters, in all of which he has displayed absolute fidelity to every trust reposed in him.

By virtue of the services of Capt. Josiah Jewett in the War for Independence, Mr. Jewett is a member of the Society of the Sons of the American Revolution.

E. KURTZ JOHNSON, financier, Washington, D. C., born in Dorchester county, Md., in 1845, died, Sept. 15, 1894, in the prime of manhood. Well educated, he entered immediately upon a career full of quiet achievement. Making his modest appearance in business circles in Washington in 1865, he finally engaged in the wood and coal business in the firm of Johnson Bro's, and this house grew to be one of the largest of its kind south of New York city. A lumber firm, of which he was the controlling spirit and whose interests now extend from Maine to Mexico, also met with success, the Washington house being known under the name of Johnson & Wimsatt. As surplus means came into his possession he took part in corporate enterprises. More than half the stock of The Citizens' National Bank of Washington belonged to him, and he was its president. With others, he projected and managed the The Eckington Railway Co., having the first and only electrical rail service in the city. He was also a director in The Great Falls Ice Co., The National Typographic Co., The Choptank Steamboat Co. of Maryland, The Mutual Fire Insurance Co., and The Columbia Machine Co. At the time of the Johnstown calamity, when President Harrison became chairman of a committee to raise funds for the sufferers, Mr. Johnson was unanimously made treasurer, and generously devoted his whole time until the distress in Johnstown was relieved. In every movement tending to beautify and benefit the city of Washington, Mr. Johnson was always a leading spirit, his own residence on Massachusetts avenue being one of the finest in the city. To him and his wife were born five children.

JAMES WILLIS JOHNSON, merchant, Boston, Mass., and proprietor of the Quincy House in that city, was a native of Enfield, N. H., where he was born Feb. 24, 1826, son of Moses and Lavinia Hardy Johnson, the former a drover and dealer in country produce.

Brought up in the beautiful lake and hill region of the southwestern part of Grafton county, Mr. Johnson contended in early life with poverty and lack of education, but was a man of more than ordinary merit, and nobly surmounted all difficulties in his struggle with the world. While yet a youth, his ambition, energy and aptness in business transactions became manifest, and, after a few years' experience in a local country store, he began to ship potatoes to the Boston market. This occupation yielded a satisfactory return. Mr. Johnson then became known throughout Northern New York, Vermont and Southern Canada as one of the largest dealers of cattle in that region. When the Civil War broke out, he had begun to deal in wool; and business foresight led him to buy all the wool he could obtain, in anticipation of a demand for



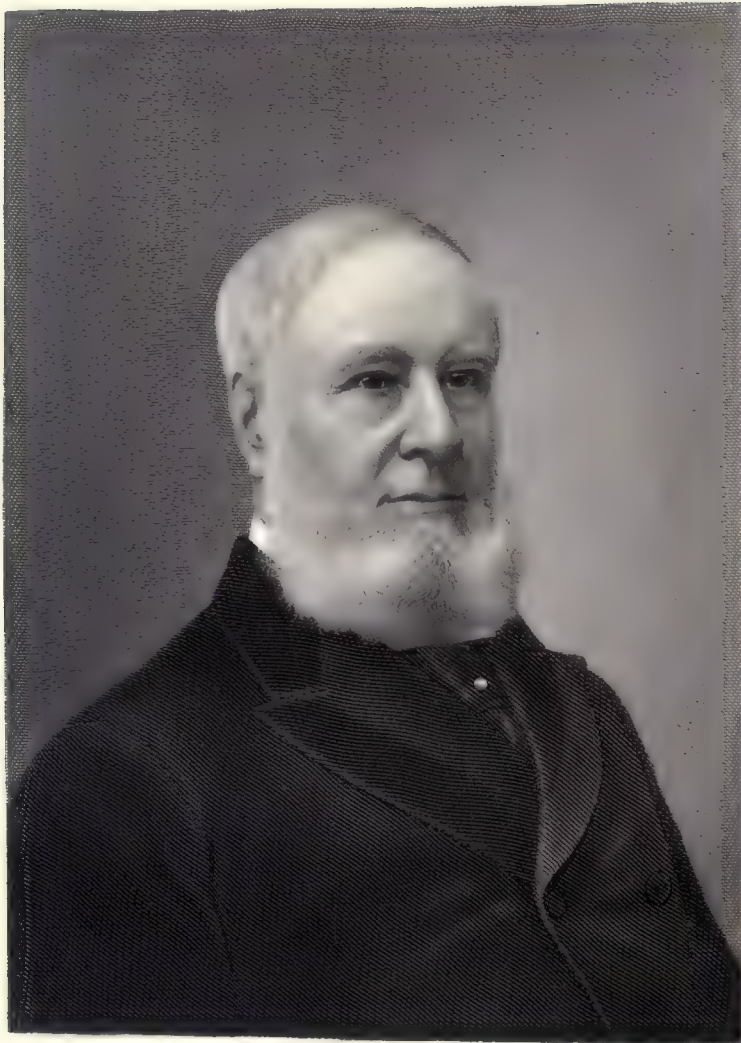
J. W. Johnson

SAMUEL BURBANK JOHNSON, manufacturer, Oswego, N. Y., was born in Fort Edward, N. Y., Jan. 1, 1816, of English ancestry, the son of Joseph Johnson and Lydia Burbank, and died, Sept. 28, 1891. Only ten years old when first he came to Oswego, he was, in early life a millwright and largely engaged in the construction of mills in various localities. In 1842, he joined the late Joel B. Penfield and John E. Lyon in the organization of the famous flour milling firm of Penfield, Lyon & Co., of which he was an active member up to the time of his death, a period of almost fifty years. Various other enterprises had the benefit of his cool and shrewd judgment, he having been one of the directors of The Second National Bank and The County Savings Bank. One of the few promoters and chief stockholders of the water works in Oswego, he occupied the same position with reference to the first Niagara suspension bridge. He was a staunch Republican, but never took an active part in politics, although repeatedly asked to become a candidate for public office. Not only did he possess sterling business qualities, as exemplified by a career of marked success, but he commanded universal respect for his interest and sympathy in the success of others. His life was a long chapter of stainless intercourse with his fellow men. Seldom does one leave so good an example. His character was illustrated by honesty, industry, enterprise, benevolence and the broadest charity in every relation. Mr. Johnson was survived by his wife and four sons, Edgar D., William and James F. Johnson, of Oswego, and Frederick S. Johnson, of Milfred, Neb., and one daughter, Mrs. William S. Dodd, of New York.

BENJAMIN FRANKLIN JONES, a prominent manufacturer of Pittsburgh, Pa., born in Washington county, Pa., Aug. 8, 1824, is a son of Jacob A. Jones, born in Philadelphia in the year of the Declaration of Independence, an extensive farmer, and by profession a surveyor, who died at the age of ninety-six. The mother of Benjamin F. Jones was Elizabeth Goshorn Jones, born in Franklin county, Pa., and married there in 1813, and his ancestors for two generations were all native Pennsylvanians. The paternal great grandfather of Mr. Jones came to America from London and originally from Wales, while the maternal ancestors were from Alsace, in France, and emigrated from Holland to the Delaware river country.

Mr. Jones removed to New Brighton, Beaver county, in 1838, and there pursued an academic education until 1843. When nineteen years old, full of ambition, grit and confidence, he settled, with creditable discrimination, in the busy city of Pittsburgh, and found employment, at no salary at all at first, as shipping clerk with the Mechanic's Line, which ran between that city and Philadelphia, by canal and railroad.

Transportation was then perhaps the greatest subject of consideration and anxiety to the statesmen and business men of Pennsylvania, and was being gradually solved through the instrumentality and stimulus of the State government. The chief owner of The Mechanics' Line was Samuel M. Kier of Pittsburgh, who took an early interest in his young clerk, and encouraged him to supplement his shipping duties with a study of the general industrial condition of Pittsburgh. Thus led to investigate for himself, he joined with Mr. Kier in various schemes, projected to push development of material resources of the State, enlarge the facilities of transportation, and enable Pittsburgh to maintain its position as the great iron market of the country. The patient labor and unhesitating risk of capital, which the Key Stone State gave to her canals and pioneer railroads, found prompt appreciation among active business men. Many able young men were taking part in forwarding on the canals; and at the advent of rail-



B H Jones

roads, it became an open question whether the railroads would close the canals or merely meet them in close competition. If the railroads made a remarkable showing from the start, this was due, in a great measure, to the fact, that the canals had already trained a great army of forwarders who soon gave to the railroad lines their experience.

Instead of becoming alarmed at the progress of railroad construction, Mr. Kier set about devising plans for utilizing both methods of internal communication, and established the independent Merchants' Line of section boats, so constructed as to be adapted to both rail and canal. Through Mr. Kier's influence, Mr. Jones became manager of both lines of boats, before he was twenty-three years old.

Mr. Jones's connection with the iron and steel industry, to which he has given the larger portion of his life, began, in a small way, about 1845. While busy with the sole management of the two boat lines, Mr. Jones joined Mr. Kier in the purchase of an iron furnace and forges in the Alleghany mountains, near Armaugh, Westmoreland county. In 1852, in company with Bernard Lauth, Mr. Jones established The American Iron Works in Pittsburgh, under the firm name of Jones, Lauth & Co. In 1854, James Laughlin entered the firm, Mr. Lauth retiring, and the name was changed to Jones & Laughlin, which lasted until 1881, the name then becoming Jones & Laughlins, Limited, the members being Benjamin F. Jones, James Laughlin, Thomas M. Jones, George W. Jones, Henry A. Laughlin, James Laughlin, jr., and Alexander Laughlin, jr. Under this form the house exists at the present day, the junior partner's place, since his death, having been occupied by his sons. The aggregate capital is now over \$10,000,000 or more than the combined capital employed in the making of iron in Pittsburgh when the firm were organized, while their product in pig iron is upwards of 300,000 tons and the finished production of the mills over 250,000 tons annually. The present establishment is the largest in Pittsburgh and one of the largest either in the country or the world.

Soon after buying the Armaugh furnace and forges with Mr. Kier, the two men became associated in the ownership of an independent line of section boats, and, under the name of Kier & Jones, ran the boats between Pittsburgh, Philadelphia and Baltimore, and carried on the commission and forwarding business until 1854, when The Pennsylvania Railroad superseded the old system of State canals and railroads.

After 1857, the progress of Pittsburgh was remarkably rapid, and in this development, the firm of Jones & Laughlin occupied an unusually conspicuous position from a variety of causes. In 1857, they extended their operations into Ohio, purchasing the Falcon furnace at Youngstown, and running it in connection with their mill. They erected two blast furnaces in Pittsburgh in 1861, and were among the first to make use of iron ore from their own mines at Lake Superior, being also among the first, if not the actual pioneers in buying coal lands and making coke in the Connellsville region. Their coal works are in the rear of the mills in lower St. Clair township, adjoining the city limits, and are connected with a tramroad, the mines and road all being the property of the firm. At their Tyrone coke works, they manufacture enough to supply all their furnaces. Their iron works are situated in the Twenty-fourth Ward of Pittsburgh and their furnaces in the Fourteenth.

Their cold rolled iron is one of the most valuable commodities in the realm of iron and finds a ready market in all quarters of the globe. In a word, from the mines to the rolls, the raw material is used chiefly from their own mines and works. Their machine

shops and foundries are among the best appointed in the entire country. Taking their enterprises as a total, employment is given to about 5,000 persons, and no industrial and manufacturing works run with greater regularity. As early as 1856, they established a large warehouse in Chicago, and, as jobbers of iron and steel and heavy hardware, the firm are among the most extensive and best known in the Northwest. In 1885, this enterprising firm built a plant for making steel, erecting two seven-ton converters—now changed to ten-ton—and also one ten-ton Siemens-Martin furnace, since changed to six forty-ton open hearth basic furnaces.

In business, as in private life, an unswerving line of honesty and fair dealing has marked the course of Mr. Jones. His competitors have only commendation for his business methods, and he has always held the respect and confidence of his vast army of employes. From the days of his services as shipping clerk with a line of canal boats, he has taken the largest pride in the city of his adoption. Every measure tending to advance the interests of Pittsburgh is sure to receive his prompt and generous consideration. This loyalty has led him to identify himself with most of the railroads in the city, while he is also now interested in The People's National Bank of Pittsburgh, The Exchange Bank, The Merchants' & Manufacturers' Bank, The First National Bank, The Pittsburgh Trust Co., The People's Savings Bank, The Vesta Coal Co., The Tyrone Mines, The Tyrone Coke Co., The Eliza Blast Furnaces & Coke Works, The Lake Angeline Iron Mining Co., The Minnesota Iron Co., The Chandler Iron Co., and many other properties. In charitable and philanthropic labor, he has been a large hearted coadjutor. During the War, he was a member of the Pittsburgh Subsistence Committee, and he has been an official member of many benevolent organizations, and a friend of education. He is yet actively engaged in many of these works, and is making a noble use of the means which have been accumulated by the strength of his brain, the industry of his hands, and the steady clearness of his vision.

To be a Pennsylvanian and an iron man is almost tantamount to being a politician; and, in the sense of being a practical student and expositor of the science of government, Mr. Jones is a well equipped one. He has been sent frequently to Washington in committees, charged with the advocacy of tariff legislation, and has made himself an acknowledged power in that direction. He is, and has always been a Protectionist, not, as he says, because he is a manufacturer, but because he believes that policy will best guarantee the welfare of the country itself and all classes of the people. Mr. Jones has no sympathy with so-called Protectionists, who desire protection for their own products, and low duties or free trade for their raw materials.

A potent influence has been exercised by Mr. Jones in shaping the policy of the Republican party and upholding its standards. In 1884, he was the member of the Republican National Committee from Pennsylvania, and, after the nomination of Blaine and Logan, at Chicago, in June of that year, upon the reorganization of the National Committee, he was elected its chairman. It is doubtful if any other incumbent of this trying office ever had to contend with a tithe of the complications which arose while yet the cheers of the candidate's friends were ringing in his ears. The open defection of many valued leaders in the party and their free advocacy of the claims of the chief opposition, entailed upon every member of the National Committee, responsibilities of an unusually delicate character. It is claimed—and were it not that it illustrates the purity of Mr. Jones's life and record, the incident would be beneath the dignity of the

present sketch—that, after his election to the chairmanship, a number of opposition Eastern newspapers sent correspondents to Pittsburgh to discover some circumstances in his career, the publication of which would injure his personal reputation as well as his party. They searched his record from childhood up with great minuteness. Nothing was ever heard of their conclusions, and it is fair to assume that their inquisitorial mission proved fruitless. In December, 1884, The American Iron & Steel Association honored itself by choosing Mr. Jones for its president, which office he still holds.

Mr. Jones was married, May 21, 1850, to Miss Mary, daughter of John McMaster, sr., one of the best known citizens of Allegheny county, Pa. In his domestic relations, Mr. Jones has been as exemplary and happy as, in his business career, upright and successful. His children are Mary Franklin, born 1851, widow of the late Alexander Laughlin, jr.; Elizabeth McM., born 1862, wife of Joseph Otto Horne, of Pittsburgh; Alice B., born in 1866, now wife of William Walter Willock, of Pittsburgh; and Benjamin F. Jones, jr., born 1868, who has married Miss Susan D. Dalzell, of Pittsburgh, and is now a member of the firm of Jones & Laughlins, Limited.

Among his societies are The New York Society of Civil Engineers, The Society of Mining Engineers of the United States, The Academy of Science, and the Duquesne, Pittsburgh and Americus clubs of Pittsburgh; the Union League of New York; and the Manufacturers' club of Philadelphia.

FERNANDO JONES, examiner of titles to real estate, Chicago, Ill., came into the world in a little hamlet in the woods of Chautauqua county, N. Y., May 26, 1820. The village is now no larger or better known than seventy years ago. His father, William Jones, was of Welsh extraction, his mother, Anna Gregory, of Scottish. Both parents were born in New England. The family moved to Buffalo in 1824, for the sake of schools. In 1835, Mr. Jones removed to Chicago, and toiled as a clerk in his father's hardware store, soon picking up a knowledge of the Pottawatamee tongue, which increased his value to merchants and the Indian agent. At the age of sixteen, the Land Office in Chicago employed him as a clerk, and there he learned the sources of titles to land, afterward became a land owner, and yet holds property which he bought in 1836. He then spent some time at the academy in Canandaigua, N. Y., two years in Lexington, Ky., and a year or two in other places and employments.

Finally, Mr. Jones opened an office in Chicago for the preparation of abstracts of titles to realty, in partnership with John D. Brown and Gen. Robert W. Smith. The partners last named retiring, Alfred H. Sellers came into the firm, rechristened as Jones & Sellers. They adopted the system devised by Edward A. Rucker, a Chicago man, and improved it, until it is believed to be the most simple, comprehensive and satisfactory system in the world, exhibiting on a single page the complete history of every parcel of land, from the issue of a patent by the government to the last instrument recorded, whether deed, mortgage, will, sheriff's sale, tax lien or any writing affecting the title. The system has been adopted in most of the States of the West.

The great fire of 1871 destroyed five buildings belonging to Mr. Jones, and all the public records of Chicago and Cook county. In a moment, the data compiled by the abstractors had become enormously valuable. Without them, the property owners of the city would have been plunged into confusion and litigation which would have been endless. Fortunately, many of the records of the abstractors were saved, those of Mr. Jones having been stored in fire proof vaults. After the fire, the three abstract houses

of Chase Brothers, Jones & Sellers and Shortall & Hoard, were united for convenience, and the business which they have since transacted has been most profitable to the abstractors as well as beneficial to property owners, mortgagees and the public. After the consolidation, Mr. Jones practically retired. The abstract business is now owned by The Title Guarantee & Trust Co.

Mr. Jones served as Alderman in 1859 and 1860, was one of the South Town supervisors during the War, helped establish Camp Douglas, and was a trustee of The Orphan Asylum, and The State Asylum for Insane at Jacksonville, and for many years a trustee of The Old Chicago University. His father and himself gave over \$50,000 to the university. Mr. Jones was married in 1853, to Miss Jane Grahame, and to them have been born Genevieve, wife of George R. Grant, both now deceased, and Grahame Jones. After retirement, Mr. Jones sailed for Europe with his family, remaining abroad ten years, living in Rome, Venice, Mentone and Monte Carlo, one year each, and three years in Florence and two years in Paris.

FRANK JONES, prominent as a business man, politician, and railroad manager in New Hampshire, was born in Barrington in that State, Sept. 15, 1832, son of Thomas and Mary Priest Jones. It was about 1790 that his great grandfather Jones, a Scot by descent, set sail from South Wales to cross the Atlantic ocean to America, but the pioneer never saw the continent toward which he was bound, having died at sea, leaving his wife and two sons, one of them the grandfather of Frank Jones, to make the rest of their way alone. Thomas Jones was a successful farmer and lumberman owning an estate of 10,000 acres, mostly covered with timber, and Frank, a strong, hearty, earnest, and energetic lad, used to rise at daybreak with the rest of the family and a large force of employes, and when only eight years of age hauled lumber, drove ox teams, helped gather the crops, and often, with the thermometer 10 and 20 degrees below zero, took part in hauling ice. His education was limited to the Winter schools. Thomas Jones, the father, was a large man, 6 feet 2 inches high, weighing 250 pounds, an incessant worker, good natured, just and benevolent, a staunch Baptist and a man who never broke his word. Frank Jones, the counterpart of his father, was the favorite son, and until within recent years he was equally large, weighing about 230 pounds. Careful living, correct habits and a wholesome early life have preserved his perfect physique; to-day he enjoys absolute health.

At the age of fourteen, the boy drove a wagon loaded with charcoal to the city of Portsmouth, about twenty miles from his home, and sold it to Samuel Colburn, then proprietor of the Rockingham House. This incident will be hereafter referred to. The day before Frank was seventeen, his father told him that the rough life of a lumber camp was not fit for a young man of his abilities, and next morning, the lad started for Portsmouth, where two of his brothers were engaged in the sale of hardware, tinware, and general building and household supplies. They employed a number of agents who made regular trips into the surrounding country, each returning every four weeks for fresh supplies. Frank was given a position in the store, and fearing that his father might change his mind and drive down after him, prevailed upon his brother to fit up a wagon, as he wanted to try his hand at that work. The oldest brother had no faith in Frank's ability to succeed, and reluctantly started the boy on his journey. He proved a born trader and his first three trips were each more successful financially than those of any of the other more experienced men in his brother's employ, and in



Frank Jones.

addition the first year he made about \$350, buying, selling and trading horses. At the end of four years, he had saved enough to enable him to buy a share in his brother's business, and not long afterward, he bought his brother's whole interest and carried on the store on his sole account until 1861, when he sold and abandoned to a younger brother the business, with which he had been connected since 1849.

A few years before, that is to say, in 1856, Mr. Jones had, in order to save a large amount of money advanced for brass and iron work, taken an interest in the Swindles ale brewery in Portsmouth, an establishment started by John Swindles, an Englishman, in 1854, and not long afterward he became sole owner. Under his direction, the business of the brewery rapidly increased, and, with the addition of a new malt house in 1863, a new brewery built in 1879, and a larger malt house, also erected in 1879, he made his brewery equal, if not superior, to any other in the United States.

In 1857, associated with James W. Johnson, of Enfield, and others, Mr. Jones bought from Henry Souther & Co. the South Boston Brewery, which was operated as the Bay State Brewery by the firm of Jones, Cook & Co., until 1889, when it was sold to The Frank Jones Brewing Co., Ltd. This company now owns and operates both the brewery at Portsmouth and the one in South Boston, and Mr. Jones is the general manager. The plant of the former covers about eighteen acres of ground, and has a capacity of production of 300,000 barrels annually. The latter establishment covers a large tract of ground, and is capable of producing 70,000 barrels annually. Eight years ago, he sold his brewing interests to a syndicate, but yet holds a controlling share of the stock.

But Mr. Jones has been active in yet wider fields. He has seen something of political life, having served as Mayor of Portsmouth in 1865-66, and as a member of the 44th and 45th Congresses, having been nominated the first time unknown to himself and while in Philadelphia. In 1880, he was the Democratic candidate for Governor and, although defeated, received the largest vote that has ever been cast by the Democratic party in the State. He has also at several Presidential elections been a Democratic candidate for Elector. While Mayor of Portsmouth, he devoted his salary to public uses.

In railroad and other business enterprises he has been prominent. For fifteen years he was a director in The Eastern Railroad, and after its consolidation with The Boston & Maine, remained a director for ten years, and for four years was president. He is president of The Portsmouth & Dover Railroad, a director in The Worcester, Nashua & Rochester and The Upper Coos Railroads, and president of The Hereford Railroad and was a director in The Maine Central Railroad for sixteen years. He has been president of The Portsmouth Trust & Guarantee Co. twelve years, and is a director of The New Hampshire National Bank in Portsmouth, trustee of The Lancaster Savings Bank, president of The Granite State Fire Insurance Co. and The Portsmouth Fire Association, and a director and large owner in The Lancaster Trust Co., The Colbrook National Bank and The Colbrook Guarantee Bank of Colbrook, The Wolfborough Trust Co. of Wolfborough and The Portsmouth Shoe Co., and ex-president of The Dominion Line Co. of Dudsville, Can. His administration of the affairs of The Boston & Maine Railroad was especially brilliant. The consolidation of The Boston & Lowell Railroad with its leased roads had been made before his accession to the presidency, but the succeeding consolidations, including that of The Eastern Rail-

road, made May 9, 1890, which have resulted in placing The Boston & Maine in the front rank of American enterprise, were due to his foresight and skillful management. He is the owner of two large hotels, the Rockingham in Portsmouth and the Wentworth in New Castle, and both, planned by him, illustrate his enterprise and taste. In the Rockingham house he takes especial pride, because it was to that establishment that he sold his first load of charcoal, when a boy of fourteen. It occupies the site where stood the residence of Governor Woodbury Langdon, before and after the American Revolution. This residence was burned in 1781, rebuilt in 1785, and in 1830, bought by a company and converted into a hotel. In 1870, after it came into the possession of Mr. Jones, it was enlarged, and in 1884 was again burned. Mr. Jones rebuilt it at once, and it is now, as it has been for many years, a hotel without an equal east of Boston. The Wentworth, at New Castle, three miles from Portsmouth, is unsurpassed by any seashore hotel on the Atlantic coast.

Sept. 15, 1861, Mr. Jones united in marriage with Martha Sophia, widow of Hiram Jones, who died in July, 1859, leaving one child Emma, J., who married Col. C. A. Sinclair and resides in Portsmouth.

Mr. Jones greatly enjoys the management of a large landed estate, containing a thousand acres, about a mile from Portsmouth, which he keeps under a high state of cultivation and abundantly stocked with cattle and horses, with elegant parks, gardens, greenhouses and lawns. Maplewood Farm, as it is called, is more productive in its yields than any other in the State.

CAPT. JOSEPH THOMAS JONES, oil producer, Bradford, Pa., born in Philadelphia, June 11, 1842, left his school books to go out to the front during the Civil War and do battle for the cause of the Union. Yet a young man, when he marched home a Captain, he settled at Oil Creek during the petroleum excitement and prospected for oil, drilling, one after another, thirteen wells, every one of which proved a failure. Far from elated at this untoward result, Captain Jones proved his staying quality by investing his few remaining dollars in a fourteenth well and was rewarded with success. The yield of this well laid the foundation of a fortune, and inspired him to more energetic efforts in the oil fields. While it was in existence, he was a large owner in The Bradford Oil Co. Oil lands near Bradford and at Sistersville, W. Va., are now being operated under his direction, and though some of these properties show signs of exhaustion, Captain Jones yet remains one of the largest individual oil producers in the United States.

JOSEPH RUSSELL JONES, merchant, Chicago, Ill., descends from Puritan stock, resident for many generations at Hebron, Conn. A remote ancestor, Capt. John Jones, was one of the judges of Charles I., at Westminster, in England. The subject of this sketch was born in Conneaut, O., Feb. 17, 1823, son of Joel and Maria Dart Jones. A clerk at thirteen in Conneaut, Mr. Jones refused, two years later, an offer of free education for the ministry, and followed his family which had preceded him to Rockton, Ill., taking passage on the schooner, *J. G. King*, for Chicago, where he landed Aug. 19, 1838, making the rest of the way by stage to Rockton. In 1840, he sought employment in the then flourishing city of Galena, his entire capital being a dollar in cash, a good character, and a bright mind. A clerkship was given him for six months, and later a place in the store of a leading merchant of the city, whose partner he became in time. A large and profitable trade was developed

and Mr. Jones retired in 1856, in possession of a competence. Meanwhile, in 1846, he had been made secretary and treasurer of The Galena & Minnesota Packet Co., a position he retained until 1861.

In 1860, Mr. Jones was elected as a Republican to the General Assembly from the counties of Joe Daviess and Carroll. In 1861, President Lincoln appointed him United States Marshal for the Northern District of Illinois. Compelled then to change his residence to Chicago, he organized The Chicago West Division Railway Co., in 1863, was elected its president, and, by energetic management, brought the line to prosperity. He also took an interest in other enterprises. Reappointed Marshal in April, 1861, Mr. Jones held that office until President Grant called him to another position. An intimate friend of Mr. Lincoln, Mr. Jones was often consulted by the President.

In 1869, Mr. Jones became Minister to Belgium under President Grant, and served his country with marked intelligence, but resigned, in 1875, for business reasons. The position of Secretary of the Interior was declined by Mr. Jones, but that of Collector of the Port of Chicago was accepted. He retired practically from business in 1888, but is yet a director of The Chicago and The Central Union Telephone Co's and The Central Music Hall Co., and president of the Northwestern Horse Nail Manufacturing Co. In 1848, Mr. Jones married the daughter of the late Judge Andrew Scott of Arkansas.

EBEN DYER JORDAN, merchant, Boston, Mass., born in Danville, Me., Oct. 13, 1822, died in Boston, Nov. 15, 1895. Compelled to earn his own support early in life, owing to the death of his father when the lad was four years old, he arrived in Boston at the age of fourteen with \$1.25 in cash, and went to work on a farm in Roxbury at \$4 a month, but at sixteen, was set at work in the store of William P. Tenney & Co., in Roxbury. By coming early, staying late, working hard, sweeping the floors and running on errands, he made himself the all round generally useful boy of the store. The salary was small, \$275 a year, but, two years later, a better one was secured in another place in Boston. By self denial, Mr. Jordan saved a little money, and then Joshua Stetson offered him the means to start in business. Gladly accepting, at the age of twenty-four, Mr. Jordan opened a small dry goods store at the corner of Mechanic and Hanover streets, little realizing that during the following half century of intrepid enterprise he would become the leading merchant of Boston. At the age of twenty-six, he bought his partner's interest and went on with success. He then sold the store, in 1847, and became a salesman for James M. Beebe & Co., for two years, in order more thoroughly to learn the business, especially the wholesale branch of it. In 1851, Mr. Jordan founded the then small dry goods jobbing house of Jordan & Marsh, on Milk street, in company with Benjamin L. Marsh, on a capital of \$5,000. Charles Marsh joined them, in 1852, and, in 1853, by a personal visit to Europe, Mr. Jordan arranged for the direct importation of foreign goods. In 1857, the store was removed to Pearl street, and, in 1861, the firm opened a retail store on Washington street, corner of Avon, and, in 1864, established themselves at 242-4 Washington street. This store is now of first magnitude and the most prominent dry goods house in New England, employing about 3,000 clerks and salesmen. Benjamin L. Marsh died in 1865. In 1881, Mr. Jordan's sons, James C. and Eben D. Jordan, jr., were admitted to partnership. Mr. Jordan never forgot those who befriended him in his youth, and countless tales are current as to his generosity. The two great Peace Jubilees in Boston owed their



James F. Joy

success to his labors, and no worthy cause ever appealed to him in vain. During the Civil War, his contributions were notably large. At one time he was the principal owner of *The Boston Globe*.

JOHN JAY JOSLIN, manufacturer, Troy, N. Y., a native of Hoosick, N. Y., and son of Whitman Joslin, a farmer, born Jan. 22, 1834, died in Hoosick, Sept. 22, 1890. English by descent, and inheriting the rugged health and independence of character of a line of farming ancestors, Mr. Joslin left country school and the farm in 1854, located in the neighboring city of Troy, and rose to become a prosperous wool merchant. In 1879, he bought the Scaghticoke woolen mills and conducted them with success until 1887, when he retired. Mr. Joslin owned lands in the West and real estate in Troy, and was a director in The National State Bank. Mrs. Joslin and one daughter survived him, and the professorship of Christian Theology in Colgate University has since been endowed to perpetuate his memory.

JAMES FREDERIC JOY, LL.D., of Detroit, lawyer and railroad president, was born in Durham, N. H., Dec. 2, 1810. His father was at that time a blacksmith, but afterward became a manufacturer of scythes and agricultural implements, and is remembered as a man of large ability, a great reader, well informed, a thorough Calvinist and staunch Puritan. The mother was Sarah Pickering, of a family well known in New Hampshire. James F. Joy was an attendant at the village common school until he was fourteen years old, when he entered a merchant's store as a clerk, remaining for two years. He graduated from Dartmouth college in 1833, at the head of his class. After a year at Harvard Law school, he became principal of an academy at Pittsfield, N. H., and was then appointed tutor of the Latin language at Dartmouth, which position he occupied one year, when he returned to the Law school at Cambridge for another year. He was admitted to practice in the United States and the State courts in Boston, and removed to Michigan in September, 1836. At Detroit, he entered the office of the Hon. A. S. Porter for six months, and opened a law office in 1837. During the year, he formed a partnership with George F. Porter, under the style of Joy & Porter. This firm soon acquired a large business, and continued for about twenty-five years. Mr. Joy was the lawyer of the courts and contests at the bar, and soon won reputation as a business man and as a lawyer of ability. The firm ranked among those most noted in the West.

In the forties, the State of Michigan became insolvent, and its policy with regard to its railroads became the question of the time. Mr. Joy advocated sale by the State to private corporations. John W. Brooks, then superintendent of The Rochester & Syracuse Railroad, and Mr. Joy prepared the charter of The Michigan Central Railroad Co., which was finally made a law. The company was afterward successfully organized and the property sold to it by the State. When the company took possession of the property, Mr. Joy became its counsel. When it was determined to extend the road through Indiana to Chicago and obtain the necessary legislation in Indiana and Illinois, the demands upon Mr. Joy's time became so imperative, that he was gradually drawn away from the regular practice of his profession and thereafter devoted himself to railway law and business. Much litigation attended the entrance of the road into Chicago in 1852, and Mr. Joy was employed in these cases, which lasted for a considerable time and were successfully carried through. Although Mr. Joy has attained distinction in railway affairs, he has always felt that he should have remained a lawyer at the bar,

adhering strictly to the profession. He has, however, been engaged in many important legal controversies. One of the most important was that of George C. Bates against The Illinois Central and The Michigan Central Railroads, involving the title to all their station grounds in Chicago. It was an interesting case. The plaintiff had employed to manage the case the son of Judge McLean, before whom the case was to be tried, and Mr. Stanton, afterward Secretary of War, was his counsel. In the early days of Chicago, the Chicago river ran south for more than a mile below the present harbor. Outside of the river, and between it and the Lake, was a wide sand bar, which had been platted into city lots and contained a good many acres of land. The Government excavated a channel across the bar and built piers into the Lake. The southward current then wore away this sand-bar, which entirely disappeared. When The Illinois Central and The Michigan Central companies reached Chicago, they located their station grounds where this sand bar had been, deposited earth upon it, raised it above the water, and erected freight and passenger houses. Mr. Bates bought up the titles to the lots and brought a suit to recover the grounds. Mr. Joy took the position that when the water had worn away the land, all private ownership to it was lost, and that the railway companies, having occupied the site under the authority of the State and filled it up, were the legal owners. The litigation was long and complicated, but the United States Supreme Court sustained Mr. Joy. The value of the property was about two million dollars.

From his duties as lawyer and counsel for railroad companies, Mr. Joy was gradually drawn into the management of the railroads themselves, first as director and then as president. He organized and for many years was at the head of The Chicago, Burlington & Quincy Railroad Co. He promoted the railroad from Kansas City to the Indian Territory, and by a treaty between the Senate, the Indian Nation and himself, bought a tract of 800,000 acres, called the neutral lands, belonging to the Cherokee Indians, through which the road was to be built. These lands were, to some extent, occupied by lawless squatters, and it was only through the aid of two companies of United States cavalry that he was enabled to complete the road. He also built the first bridge across the Missouri river at Kansas City.

While counsel for The Michigan Central Railroad, he became connected with the Sault Ste. Marie canal project. The government had granted 750,000 acres of land to aid in the construction of that canal, but every attempt had failed. About 1857, Mr. Joy with J. W. Brooks, then managing The Michigan Central, organized a company to undertake the enterprise, and a contract was made with the State to excavate the canal and take the land in payment. Within two years, the first ship canal between Lake Superior and the St. Mary's river was completed.

About 1867, Mr. Joy returned to Michigan and became president of The Michigan Central Railroad, which had many years before employed him as its counsel. The great Civil War was over, and the country was beginning to spring into new life. In accordance with his plans, The Michigan Central was rebuilt, equipped with steel rails and double tracked, and every department renewed and enlarged and made adequate to the demands of the times. This was done at great cost, steel rails then costing in gold something more than \$130 per ton. During these years, Mr. Joy aided in building and finally obtained control of The Jackson, Lansing & Saginaw Road and also of the road from Jackson to Grand Rapids. He also raised the money for and built The Detroit & Bay City Railroad, in order to secure the best connection with

the northern part of the State. All these lines were secured for The Michigan Central, thus continuing its prestige as the most important road in Michigan.

Meanwhile, the persons who had undertaken to build The Detroit, Lansing & Northern Railroad had failed in their effort. Mr. Joy then took up the enterprise, raised the money and built the road. Several other enterprises, valuable to the State and the West, are also the result of his efforts and ability to command capital.

His last enterprise has been the effort to secure a connection with the Wabash system of railroads for Detroit and provide adequate station buildings and grounds in Detroit. In furtherance of the object, he, with Christian H. Buhl, Allan Shelden, James McMillan, Russell A. Alger, and John S. Newberry of Detroit, furnished most of the money with which to build the road from Detroit to Logansport, and Messrs. Joy, Buhl, Shelden, McMillan, and Newberry built the Detroit Union Depot and Station Grounds and the railroad through the western part of the city connecting with the Wabash road. Mr. Joy also planned The Fort Street Union Depot Co., and succeeded in uniting several railroad companies to join in the enterprise.

It rarely happens that men, such as Mr. Joy and his associates, are willing to hazard so much and able to succeed so unmistakably in promoting the interests of their city and State. Mr. Joy's life has been a busy and useful one and of great advantage to Detroit and Michigan, the city of Chicago and the country westward as well. Few men have had it in their power for so many years to guide and direct the investment of so large an amount of capital.

Mr. Joy has not neglected mental recreation and improvement, but has at all times kept up his early acquaintance with the classics, ancient and modern. His large library contains the choicest literature, and his chief recreation has been found in his library. He attributes much of the freshness of his mind and his health, to his books. Notwithstanding that he is past four score, his health is robust and his faculties all seem as perfect as at any time in his life. He has had the happy faculty of always putting business out of his mind, when the hour for business was past. He has met with many and large losses; but there never was an evening when he would not lose all thought of them in reading the pages of some favorite author. He is a man of regular habits, has never used tobacco in any form, and has never been in the habit of drinking anything stronger than coffee and tea. During most of his life, exercise has been taken for an hour or two each day, and his favorite method is walking. He has never sought political honors, but when it became evident that there was to be a great Civil War, he was elected to the Legislature. He was in old times a Whig and a Free Soiler, afterward an earnest Republican.

Mr. Joy has been twice married, first to Martha Alger Reed, daughter of the Hon. John Reed, of Yarmouth, Mass., a member of Congress for several years and Lieutenant Governor of that State. His second wife was Mary Bourne, a resident of Hartford, Conn. His children are: Sarah R., wife of Dr. Edward W. Jenks; James, Frederic, Henry B., and Richard Pickering Joy.

DAVID JOYCE, lumberman, Lyons, Ia., who died at the West Hotel in Minneapolis, Dec. 4, 1894, age nearly seventy years, was born in Berkshire county, Mass. In 1861, Mr. Joyce settled in the West and engaged in the lumber business, and few men showed more shrewdness than he or a clearer comprehension of the possibilities of the industry. Reinvestment of profits gave him the ownership of several plants, until he

had twelve saw mills in all, and became an enormous producer of boards, sashes, doors, blinds and other forms of lumber, which he marketed in various local lumber yards, perhaps twenty in number, scattered throughout Iowa. Like other manufacturers, he also bought pine lands in eligible locations, and owned very large tracts of standing timber in Wisconsin, Minnesota and Texas. He was treasurer of The Shell Lake Lumber Co. and The Barronett Lumber Co.; a stockholder in The White River Lumber Co. (Mason, Wis.), The Mississippi River Logging Co., and other northern concerns; president of The Trinity Lumber Co., of Groveton, Tex., and The Langford & Hall Lumber Co., of Fulton, Ill., and otherwise active in industry. In addition, Mr. Joyce was president and one of the founders of The First National Bank of Lyons and The Crescent Springs Railroad Co., and connected with the Park Hotel in Hot Springs, Ark. This complication of interests demanded careful oversight and skillful management; but the wonderful energy of Mr. Joyce was fully equal to all requirements. The first street railroad in Lyons and Clinton, Ia., originated with him. Public office he held on one occasion only, and then simply as a public duty, this being when he accepted election as Mayor of Lyons for two terms, 1874-76. The city was in debt, her bonds worth forty-five cents on the dollar, and when he retired the treasury was solvent and the city in restored credit. Large fires in the Wisconsin timber called him North, in 1894, to adjust the losses, and while there he died, survived by his wife and William T. Joyce, a son.



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EDWARD KANTER, banker, Detroit, Mich., belongs to a highly talented race, and was born in Breslau, Silesia, Aug. 14, 1824, the son of Louis Kanter, wholesale linen merchant, and of his wife, Helena Lasker, a near relative of Edward Lasker, the German statesman. Leaving the High School in Breslau in 1843, Mr. Kanter went to Paris, tarried two months to perfect himself in French, and then sailed on an emigrant vessel to New Orleans as interpreter and assistant to the cook, and took the yellow fever promptly as soon as he landed in New Orleans. Several weeks in a charity hospital followed. Then he peddled cigars and other small articles, but soon found a place as druggist's assistant, and, in the course of some ingenious experiments with chemicals, experienced the excitement of an explosion, which blew out the end of the drug store. As waiter on a Mississippi steamboat after that, he sailed on a steamer between Chicago and Buffalo while the hot weather lasted, and spent the Winters in Detroit as a private tutor for his board. In 1845, Mr. Kanter became an employé of The American Fur Co. at Mackinac, and started in business for himself as an Indian trader in 1847. In 1852, he settled in Detroit to engage in banking and mercantile business in Edward Kanter & Co., and acquired a large ownership in Lake vessels. The German American Bank was founded by him in 1868, and he held the presidency until 1894, when all active business was given up for travel and recreation. Mr. Kanter is now a large holder of realty and securities. He has served as a member of the Legislature, 1857; member of the Democratic National Committee, 1876-84; Inspector of the Detroit House of Correction; president of the Poor Commission, and member of the Detroit Board of Review. His societies are the Harmonie, Union Lodge of Masons, and the Peninsular Chapter, R. A. M. Married in Mackinaw, Mich., Aug. 29, 1847, to Fanny R. Granger (who died May 2, 1891), daughter of the Hon. Lyman Granger, ex-State Senator, he is the father of Henry L. Kanter, of E. Kanter & Co., bankers, and Charles E. Kapter, vice president of The German American Bank of Detroit.

JOHN HARTPENCE KASE, president of The Firemen's Insurance Co. of Newark, N. J., born April 27, 1821, died at his home in that city, Nov. 26, 1895. His father, John Kase, was a thrifty and respected farmer of Warren county, N. J., who died in 1864, at the age of seventy-six years. The mother died when the lad was very young, and he grew up knowing little of a mother's care. This fact led to the early formation of strong traits of independence and self reliance in his character, to which probably much of his success in later life was due. The story of his life furnishes a striking instance of the possibilities in store for any American youth, who with a stock of energy, push and ability, may raise himself by his own efforts from a humble position, and become a prominent factor in the business and financial world.

Mr. Kase's education began in the country school of the district in which he lived and continued until the Stewartsville academy was instituted and in which the higher branches of study were to be taught, such as Latin, Greek, etc. He then left the old school and entered the academy, where he acted as an assistant teacher for a short time. He soon discovered that his tastes and abilities lay mainly in the direction of business life, and at the age of eighteen he entered a country store, at Stewartsville, N. J.

After seven years of experience in subordinate positions, he removed to Newark in 1845, and, one year later, entered into the dry goods business on his own account, succeeding the established house of S. H. Meeker & Co. For twenty-three years, he was a prosperous and successful merchant, and, in 1869, he withdrew from mercantile life, when he was appointed president of The Second National Bank of Newark, of which he had been a promoter and director from its organization. In this position, his management of the affairs of the bank was marked by his natural prudence, care and sagacity, and that bank has always held a prominent place among the solid financial institutions of the city. After holding the presidency for twenty years, he tendered his resignation in 1889, after which he was elected to, and was persuaded to accept the presidency of The Firemen's Insurance Co. of Newark, which has the distinction of being rated as one of the strongest fire insurance companies in the United States.

Mr. Kase represented his ward in the Board of Education and in the Common Council of the city of Newark, for several years, but in recent years he took no active part engaged in political life. He was a staunch Republican and had been since the organization of the party.

In 1846, he married a daughter of Col. Abram Miller, of Easton, Pa., whose mother was a descendant of the old Arndt family, whose ancestors supplied an interesting page of German and American history. Both Mr. and Mrs. Kase became members of the Old First Dutch Reformed Church of Newark. They have one child living, a son, Charles M. Kase, who was his father's private secretary.

FREDERICK AMELUNG KEENER, property owner, Denver, Colo., born on a farm, Dec. 17, 1827, near Gettysburg, Pa., is a son of Charles Frederick and Frances Hemming Keener, farmers. The father was a member of the Legislature, being a man of more than ordinary parts. The Keeners are of German descent, the Hemmings, English. Mr. Keener has had a varied career, since he left school in his native State, and was connected with the engineering corps in building the first railroads in Illinois, and in the same State earned a subsistence as pork packer and grain dealer for about seventeen years. Later, he removed to Colorado, and with the money he had saved bought land in Denver, when the town was new, loaned his surplus funds at high rates of interest, and took part in the cattle business. Few, if any, of his ventures failed to add to his capital. Perhaps real estate in Denver has proved of the greatest benefit, values having advanced enormously in the last thirty years. He has promoted the building of street railroads in Denver, and is prominently connected with The Denver Consolidated Tramway Co. and The Loan Association. Politics and public office do not interest him, except for practical reasons, but he was glad to serve as a member of the first Board of Public Works in Denver. He does not at this time belong to any clubs or societies. In January, 1850, Mr. Keener married Sarah E. Pike, in Illinois, and the children now living are Charles C. Keener and Mrs. Edson Keith, jr., both of Chicago.

FRANCIS GEORGE KEENS, financier, Kearney, Neb., was born in Exeter, England, Nov. 7, 1853, son of an officer in the British army, and was taught in the schools of London. After having been installed for a time in a business office in London, he emigrated to Nebraska in 1869, and in 1872 settled in Kearney to engage in a small way in mercantile pursuits. The possibilities of a career, which he has since followed with good judgment and success, were opened before him by service in the offices of

the County Clerk and the Treasurer of Buffalo county, where he became thoroughly informed as to the lands and real estate interests of that new region. Mr. Keens devoted himself to the investment of Eastern capital in real estate loans, and has followed this calling prosperously for the last twenty years, meanwhile becoming a land holder himself. More than fifty farms belong to him in Buffalo and adjacent counties, most of them now in a state of high cultivation and all receiving his personal attention. He is resident agent of several insurance companies, deals in city, State and county paper, and until recently was president of The City National Bank. Owing to a marked capacity for work and a deep interest in the objects of the Good Templars, Mr. Keens held the office of world's secretary for many years, and managed the affairs of the association so well as to elicit the unanimous thanks of the World's Convention of Good Templars in Washington, D. C., upon his retirement. Mr. Keens has travelled extensively in Syria, Palestine, Egypt and the Far East, made many trips to Europe, and visited Mexico, Central America and Alaska.

EDSON KEITH, merchant, Chicago, Ill., born, Jan. 28, 1833, at Barre, Vt., the son of a New England farmer and of Scotch descent, was educated in Barre, and earned his first wages in a general store in Montpelier, the capital of the State. At liberty in 1854 to seek his own fortune, he removed to Chicago and found employment as a salesman and collector in a wholesale mercantile house, but in 1860 began business for himself under the name Keith, Faxon & Co., importers and jobbers of fancy dry goods, hats and furs. He has been continuously in the wholesale business since, and is at present a partner in the three firms of Edson, Keith & Co., wholesale dealers in fancy dry goods; Keith Bro's & Co., wholesale merchants of hats, caps and gloves; and Keith & Co., grain warehousemen. As for corporations, he is a director in The Metropolitan National Bank, The Chicago Edison Co., The Title Guarantee & Trust Co., The Calumet & Chicago Canal & Dock Co., and others. In politics, an independent Republican, he generally votes for the best man, regardless of party, and is a member of a majority of the local clubs, including the Chicago, and of the Union League club of New York City.

ELBRIDGE GERRY KEITH, banker, Chicago, Ill., originally a wholesale merchant of hats and gloves, was born in Barre, Vt., July 16, 1840. His family were of Scotch blood and natives of New England for about 200 years, their ancestors having settled in Bridgewater, Mass., in 1660. The father of Mr. Keith, born in Uxbridge, Mass., moved to Vermont in 1804. Elbridge received an education at the academy at Barre and at Newbury seminary, entered a village store in Barre at the age of sixteen, and removed to Chicago in 1857. After further training in business there, he became, in 1865, a partner in the firm of Keith Bro's, who succeeded the old firm of Keith, Faxon & Co., wholesale merchants of hats and millinery. Prices were high, the West was growing rapidly, and, in twenty years, Mr. Keith had gained a fortune. When The Metropolitan National Bank was organized in 1884, the directors chose him president of the institution, and he yet holds that position, being also now vice president of The Diamond Plate Glass Co. and The National Storage Co. The activity and intelligence of Mr. Keith have given him influence, and he is connected with nearly all the public spirited, social and philanthropic movements of Chicago. He was a member of the Board of Education for seven years, has been president of the Union League, Commercial and Bankers' clubs, and was a director of The World's Columbian Exposi-

tion, and a member of its executive committee. Mr. Keith was married at Ottawa, Ill., in 1865, to Harriet S. Hall, and their children are Elbridge B., Carl, Bessie, Stanley and Harold.

HORACE KELLEY, property owner, born in Cleveland, O., where he always lived, July 18, 1819, died Dec. 4, 1890. He was the son of Reynolds Kelley, and studied the text books of his day in school in Columbus, O. While yet a boy, he inherited property from his father, but, until he came of age, the inheritance was managed by two uncles, Alfred Kelley, one of the ablest financiers the State of Ohio has ever known, and Judge Thomas M. Kelley, a banker in Cleveland. Horace Kelley began business life as a farmer at Kelley's Island, where he built a wharf and engaged in the sale of wood and lime stone. A far seeing and clear headed man, not too much engrossed in the routine of business as to have no time for reflection, he bought North Bass and Rattlesnake islands, which proved advantageous investments, and, in addition, a farm, which is now included in the best part of the city of Cleveland, and has attained high value. Mr. Kelley was fond of travel, and visited Europe several times, spending more than five years in all, with his wife, Fanny Miles of Elyria, O., in foreign countries. Upon his death, he left nearly his entire fortune to found an art gallery and school in Cleveland. Mrs. Kelley survived him and lives in comfort in Pasadena, Cal.

OLIVER SMITH KELLY, manufacturer, Springfield, O., born on a farm in Clark county, O., Dec. 23, 1824, inherits some of the best traits both of the Scottish parents of his mother, who emigrated to America from Glasgow, and of the North of Ireland parents of his father. The evolution of a keen witted farm boy into a man of affairs is always a subject of interest, and in Mr. Kelly's case, it began by breaking away at once from the farm and all its ways. Taking up a trade as apprentice to a carpenter for three years, he served as journeyman for one year, and, native ability coming to his aid, he then spent fourteen years as a builder and contractor, a part of the time in California. With the capital saved in this pursuit, Mr. Kelly located in Springfield, O., and engaged in the manufacture of grain reapers in The Springfield Engine & Thresher Co., of which he became president. The industry has always been a profitable one under his management, and is now known by the name of The O. S. Kelly Co. The plant covers ten acres of ground and employs three hundred skilled workmen, producing a class of farming machinery which meets with ready sale, including engines, threshers and road rollers. Mr. Kelly has spent nearly half a century in active toil and has to show for it not only his factory, but a valuable property fronting on the Public Square, known as the Arcade block, which includes many stores and a hotel. The fountain in the Public Square was given by Mr. Kelly. He has held the offices of Councilman, Water Works trustee and Mayor of the city, with honor, and at the age of seventy-two affords an excellent example of what may be accomplished by perseverance and integrity, backed by a cool head and active mind. He is connected with The Second National Bank and is a member of the Masonic Order. By his marriage in Springfield, Dec. 23, 1847, with Ruth Ann Peck, he became the father of Oliver Warren Kelly and Edwin Stewart Kelly.

WILLIAM HENRY KEMBLE, financier, Philadelphia, Pa., born in Woodbury, N. J., April 19, 1828, was a son of Samuel Kemble, an oak and cedar cooper. Originating with pioneers of English origin, the Kemble family lived in the southern part of New Jersey for three generations. Even while attending the Woodbury academy, young

Mr. Kemble gave evidence of being a born business man by various trifling ventures in the art of money making. At the age of fourteen the railroad manager went to work as a clerk in Remington's silk house in Philadelphia, and later entered the employment of J. R. Jaffray & Sons, importers in New York city, and afterward founded the successful lace and embroidery house of Thompson & Kemble in Philadelphia. In 1861, President Lincoln appointed him the original agent for the sale of revenue stamps.

In 1868, Mr. Kemble was one of the organizers of The Union Passenger Railway Co., and subsequently, in association with William L. Elkins and Peter A. B. Widener, became an incorporator of The Continental Passenger Railway and The Philadelphia Traction Co. The traction system proved of benefit to Philadelphia, and Mr. Kemble aided in consolidating the independent companies, and became president of The Philadelphia Traction Co. The reduction of expenses, due to consolidation and large increase of traffic growing out of better cars and facilities, brought Mr. Kemble a fortune. He was also an incorporator of The Metropolitan Traction Co. in New York city, and connected later with street railroads in Baltimore, Pittsburgh and Chicago. Besides the companies above named, he held a large interest in The Baltimore Traction Co., The Pittsburgh Traction Co., The West Chicago Street Railway, The United Gas Improvement Co., the Cramp ship building concern and other corporations.

In May, 1870, he founded The People's Bank of Philadelphia. Mr. Kemble was a man of incessant activity and being a strong Republican served as State Treasurer for two terms, beginning in 1866, and several times as member of the national committee of his party. In the early days, he took Horace Greeley's paper, *The Log Cabin*, and continued reading its successor, *THE NEW YORK TRIBUNE*, until his death.

While State Treasurer, Mr. Kemble secured abolition of the State tax on real estate, and, after the railroad riots in 1877, advanced the money to pay the troops, so that they might be sent at once to their homes. By an advance of \$400,000 to Governor Beaver, he effected a rapid clearance of the ruins at Johnstown and perhaps averted the calamity of a pestilence there. Always generous, he gave \$100,000 to build a Methodist church in Woodbury, N. J., and also gave a Presbyterian parsonage in Edge Hill, Pa., in memory of one of his grand daughters. He belonged to the Union League, Historical Society, and Union Republican club of Philadelphia. Mr. Kemble's death took place at his country home of Mary-lawn, two miles from Jenkintown, Pa., Sept. 26, 1891. His family then consisted of his wife, Mrs. Mary Frances Walker, who he married, May 27, 1852, in Montgomery county, Pa., and three children, Clay Kemble, Mrs. Elizabeth Yarrow, and Isaac W. Kemble. A daughter, Emma, had died.

CAPT. MIFFLIN KENEDY, land proprietor, Corpus Christi, Tex., was a native of Downingtown, Chester county, Pa., June 8, 1818, and son of John and Sarah Starr Kenedy, of the Society of Friends. The progenitor of the Kenedy line was an Irish Roman Catholic, who emigrated to America with Lord Baltimore's colony, but the maternal line came from Huguenot knights and prelates of France. After worshipping God in their own way in terror in the fastnesses of the Pyrenees, the ancestors of Sarah Starr Kenedy escaped to England, and, in 1683, George and Alfred Maris of that line arrived in Pennsylvania as members of William Penn's first colony.

Captain Kenedy grew up in a Quaker home, and, after teaching school in the Winter of 1830-34, sailed to Calcutta on the ship *Star*, April 4, 1834, as a boy before the mast, reaching home again in January, 1836. After a few months more of school teaching,

he went to Pittsburgh, Pa., and while waiting for an engagement on a steamboat, toiled in a brickyard to defray current expenses. October 1, 1836, a clerkship on a river steamboat was given him, and, until 1842, he navigated the Western rivers as clerk and at times as captain. The next four years were spent in the South as clerk and captain of the steamer *Champion* on the Gulf coast and the Apalachie and Chattahoochie rivers. In 1846, the *Champion* needed repairs, and Mr. Kenedy took the boat to Pittsburgh, where he took command of the steamboat *Corvette*, bought by the Federal Government for service on the Rio Grande, at the mouth of which river he arrived with the boat June 17, 1846. During the remainder of the Mexican War, Captain Kenedy transported troops and supplies on the river, being joined in 1847 by Richard King, who acted as pilot. After the War, Captain Kenedy made two or three trading expeditions into Mexico, with profit, and then, in 1850, with Capt. Richard King, Capt. James O'Donnell, and Charles Stillman, organized the firm of M. Kenedy & Co., and for twenty-four years operated a fleet of steamboats on the Rio Grande and the Gulf coast as far as Brazos Santiago. In 1865, the firm changed to King, Kenedy & Co. Twenty-six boats were built or bought during the life time of the firm.

Captain Kenedy began to buy land on the Nueces river in 1852, and Dec. 6, 1860, acquired a half interest in Captain King's ranch of Santa Gertrudes, but in October, 1868, the partners divided the live stock of that ranch equally and separated. Captain Kenedy was the owner of the Laureles ranch of 132,000 acres, and he added to the property, until, when he sold his interests in 1882 to Underwood, Clark & Co., of Kansas City, for \$1,100,000 in cash, the outfit comprised 242,000 acres, 50,000 head of cattle and 5,000 horses and mules. Thereafter, he established The Kenedy Pasture Co., of which he was president and treasurer, and which owned about 765,000 acres of land in lower Texas. Captain Kenedy helped build The Corpus Christi, San Diego & Rio Grande Railroad, which was sold in 1881 to The Mexican National Construction Co., and was an active promoter and builder under contract of 700 miles of The San Antonio & Aransas Pass Railroad.

April 16, 1852, Mrs. Petra Vela de Vidal, of Mier, Mexico, became his wife, and they had six children. Two are now living, John G. Kenedy and Sarah Josephine, wife of Dr. A. E. Spohn. An adopted daughter is Miss Carmen Morell Kenedy.

HENRY KENEY, merchant, Hartford, Conn., born in Hartford, March 20, 1806, died in that city, Nov. 15, 1894. He was a son of Joseph Keney, a grocer, who had settled in the city in 1800, and engaged in business on the spot, on which subsequently his sons established their store. At fifteen years of age, Henry Keney became a clerk in the grocery store of Alva Gilman, who made the young man a partner at the age of twenty-two. In 1830, Henry and his brother, Walter Keney, started in the grocery business on their own account, under the name of H. & W. Keney. During the larger part of their career, their transactions were confined to a wholesale trade. Both brothers gained fortunes. In 1855, when Ebenezer Roberts and J. N. Goodwin came into the firm, the style of Keney, Roberts & Goodwin was adopted, but was changed to Keney & Roberts in 1867, and in 1889, to Keney, Roberts & Co. Walter Keney died in 1889. The brothers were always inseparable companions and deeply attached to each other, and even after Walter's death, Henry often signed a check for charity, H. & W. Keney, thus associating his brother's name with his own good deeds. They never kept separate accounts. In income tax days, they had sworn to incomes identical

to a dollar. Whatever they did in aid of public charities and in private benevolence, they always did together. They gave \$50,000 to the Public Library, \$20,000 at least to the Good Will club, and large sums to the local hospitals and asylums, the Y. M. C. A., Trinity college and other institutions, and made the bestowing of happiness on others a part of their every day life. It is believed that they gave away from \$50,000 to \$75,000 every year. Henry Keney was largely connected with corporate enterprises. He was vice president of The Farmers' & Mechanics' National Bank and The Hartford Fire Insurance Co., a director of The Hartford Street Railroad Co., The Connecticut Trust & Safe Deposit Co., the old Pratt street savings bank and other concerns, and a stockholder in many others. His investments were uniformly fortunate, and one instance was remarkable. An original purchase of fifty-two shares of stock in The Hartford Fire Insurance Co., Nov. 24, 1841, which cost him \$5 a share, grew to 215 shares by stock dividends, paid him \$124,684 in cash dividends, and rose in value to \$80,000. Mr. Keney never married but lived with his brother at 702 Main street.

WILLIAM KENNEDY, of Baltimore, Md., born Feb. 26, 1801, in Philadelphia, Pa., died at Oak Hill on the York road, Baltimore, Oct. 4, 1873. John Kennedy, his father, was a Manxman, born May 26, 1777, who, left alone early in life, shipped as cabin boy on an English vessel at the age of twelve, and after landing at Philadelphia, made that city his home, following the sea from that place. Oct. 31, 1799, he married Sarah Primer, a native of Philadelphia, born March 30, 1780, had four sons and two daughters, and died May 6, 1810, leaving his widow little means with which to raise the family. William Kennedy obtained an ordinary education in the parish school, and at the age of fourteen went to sea before the mast. At nineteen, he took command of the bark *Maria*, as captain and part owner, and remained in the merchant service until 1834. It is said that a terrible storm off the coast of Vera Cruz caused Captain Kennedy to leave the sea. When the ship reached port in safety, Captain Kennedy took his anchor ashore and kept it in the grounds of his house the rest of his life. In 1831, he had married Mary Ann, only daughter of William Jenkins, and in 1834, he became the partner of his father-in-law in the tanning and leather business, and therein grew up to prosperity. Mr. Jenkins died in 1843, and Captain Kennedy carried on the business with partners until 1847, when he took the management of The Mount Vernon cotton mills, which he managed as president the rest of his life. He was one of the organizers of The Boston Steamship Co., and a trustee of The Savings Bank of Baltimore, The Equitable Fire Insurance Co., The National Bank of Baltimore, and The Peabody Fire Insurance Co., and connected with various charities. In religion he was a Roman Catholic, and in affairs a man of very broad views, honest, able and industrious. To him and his wife two children were born, Mary Josephine, now deceased, who married Richard Cromwell, and Sarah Primer, who married William M. Boone, both now deceased.

WILLIAM KENNEDY, brewer, Troy, N. Y., born in County Donegal, Ireland, in 1817, came to America in 1842 and settled in Troy. A farm laborer, then a teamster, at the outset of his career, he found employment in Troy in a brewery, which, established in 1809, had changed hands several times and was then owned by Read Bro's. Mr. Kennedy learned the business, saved his money, went over seven years later to Bates & Lundy, and then, in 1855, became one of the owners of the North River Brewery, under the name of Dunn & Kennedy. In 1865, twenty-three years after he

had entered it as an employé, his firm bought the old Read brewery, and of that business he became sole owner after Mr. Dunn's death. The present firm of Kennedy & Murphy was established in 1867, in partnership with Edward Murphy, now United States Senator. Mr. Kennedy enjoys application, is yet in active business, has been very successful and has become a man of large means. In 1845, he married Ann McDonald in Troy, and to them have been born, William H. and John L. Kennedy and a daughter, now Mrs. William H. Hutton.

RICHARD C. KERENS, prominent in business circles in the West and connected with railroads throughout the country, has, by industry and determination, risen from a modest beginning to the enjoyment of well earned success. Born in Ireland, in 1842, and brought to this country by his parents an infant, Mr. Kerens, while yet young, lost his father by death, and the care of his mother and sisters devolved upon him. Thus trained from boyhood in a rugged school, his character was moulded at an early age into the firmness and determination which have characterized his whole career. His love for the right led him, at the age of nineteen, to join the Federal army, where his earnestness and ability soon attracted attention, and he was assigned to responsible duties in the transportation department. He spent two years on the Potomac in the campaigns of the Army of the Virginia, where he displayed great force of character. In 1863, Mr. Kerens was transferred to the West and participated in the campaigns in Southwest Missouri, taking part in the capture of Northwest Arkansas, and in the latter locality he lived for several years after the War.

In 1872, Mr. Kerens engaged in transportation of mails, express packages and passengers by stage coaches to points in the West beyond the advance of railroads. The routes ran through hostile Indian territories, and the business was attended with great dangers. In 1874, he began the operation of a Southern overland mail, a service which covered 1,000 miles of frontier country, and was carried on at the hazard of life and property. His promptness and perseverance earned the commendation of the Postmasters General of three administrations.

After railroads had superseded the Concord coaches, Mr. Kerens removed to St. Louis, and there first took an interest in politics, and, as a staunch Republican, became prominent in the councils of his party. Mr. Kerens was never a politician in the proper sense of the term, and never a candidate for office, but, as the friend and admirer of Mr. Blaine, he took an active part in Republican conventions, especially when Mr. Blaine was the Presidential candidate. In 1892, as delegate at large, he attended the Minneapolis convention, and was elected to represent Missouri on the National Committee, becoming one of nine members of the Executive Committee.

Mr. Kerens did not confine himself to any particular line of business after settling in St. Louis, having large interests in lands and mines in New Mexico, Colorado and Arizona, and in later years devoting his energy to railroads in which he had ownership, namely, the Atchison system, The St. Louis Southwestern Railway, The West Virginia Central Railway, The Eureka Springs Railway, The Los Angeles Terminal Railway, and other lines. In consequence of his experience in railroads, President Harrison appointed Mr. Kerens one of the three United States members of the Intercontinental Railway Commission, which has for its object the construction of a railroad throughout the South American republics. President Harrison also appointed Mr. Kerens Commissioner at Large to the World's Fair.



R. C. Keneus

In private life, Mr. Kerens is amiable and social, ever ready to assist others to success and to extend to all the fruits of his knowledge and experience. He has always commanded the admiration of his neighbors and those who know him. It is said of him that he never sacrifices principle for expediency, is true to every ennobling impulse, firm in the prosecution of his duty and unflinching in his struggle for success.

WILLIAM KEYSER, manufacturer, Baltimore, Md., born in that city, Nov. 23, 1835, a son of Samuel S. Keyser, metal merchant, and of Elizabeth Wyman, his wife, is a descendant of a worthy Dutchman from Holland, who settled in Philadelphia in 1688. With a sufficient education in private schools in Baltimore, the young man was taken into his father's store and given a thorough training in the trade in metals. With every incentive to make himself useful, he became a good merchant, succeeded his father in business and remains in the same pursuit to-day. The interests of his house have been greatly promoted by an extension of its operations to manufacturing and mining, and Mr. Keyser is president of The Old Dominion Mining Co., which operates excellent copper mines at Globe in Gila county, Arizona. Mr. Keyser is also president of another company, formed by a union of the old Baltimore Copper Works and The Baltimore Copper Rolling Co., and now bearing the name of The Baltimore Smelting & Rolling Co., which, with a capital stock of \$500,000 and a superb plant, smelts the ores of various copper mines in the West. He is also an owner in The Baltimore Electric Refining Co. These are all important business enterprises. From 1871 to 1881, Mr. Keyser was in railroads and vice president of The Baltimore & Ohio. Largely interested in real estate, he owns the Keyser Building in Baltimore, among other properties. Nov. 10, 1858, he married Mary Hoke Brent, by whom he is the father of Robert Brent, William J., and Mathilde Keyser.

HENRY P. KIDDER, banker, Boston, Mass., American agent for the Barings, originated in Boston, Jan. 18, 1823, and died at the Brevoort House, in New York city, Jan. 28, 1886. As in the case of most practical men, no time was wasted on his education. It is true that he attended the Boston Latin school, but, at the age of fifteen, he entered the dry goods auction store of Coolidge & Haskell as a clerk and remained there for seven years. He was so good a clerk that, in 1847, a place was provided for him in the office of John E. Thayer & Bro., bankers. In this house he soon made his mark, and, in consequence of ability displayed in the financial panic of 1857, the firm made him a partner in 1858. Kidder, Peabody & Co. succeeded John E. Thayer & Bro. in April, 1865, and soon took position as one of the leading banking houses in New England. In part through clients who were merchants or owners of deep sea tonnage, Kidder, Peabody & Co. grew into dealings with Baring Bro's, of London, the largest banking house for merchants in the world, and, in 1886, they became exclusive American agents of that famous concern, the same year opening a branch office in New York. Their business was mainly in the line of foreign exchange, legitimate banking and the negotiation of securities. Mr. Kidder was thoroughly loyal to Boston, and used his wealth freely in promoting local enterprises as well as in charity. He was trustee and treasurer of the Boston Museum of Fine Arts from its origin, for years one of the Overseers of Harvard college, and president of The American Unitarian Association. To him, in a great measure, was due the success of many of the enterprises of that religious body. The charm of his manner and clearness of his mind endeared him to all with whom he came in contact. Mr. Kidder was twice married, the second

time, in 1884, to Miss Huidekooper, of Meadville, Penn. At his death a property of \$2,250,000 was left, mainly to Mrs. Kidder and to three sons by his first wife, Charles A., Henry T. and Nathaniel T. Kidder. The public bequests in his will were \$10,000 each to the Museum of Fine Arts, Harvard college, and the Massachusetts General Hospital, \$5,000 to The Boston Y. M. C. A., and \$8,500 to various societies and churches.

WILLIAM SMITH KIMBALL, manufacturer of tobacco, Rochester, N. Y., who died at Virginia Beach, Va., March 26, 1895, was a son of the late William M. Kimball, and a descendant of a large and well known New England family. He was born, March 30, 1837, in Boscawen, N. H., and educated in the family school of Dr. Blaisdell.

At the the age of fifteen, having an intense desire to learn locomotive building, he entered The Lawrence Locomotive Works as an apprentice, taking his place at the lathe and learning various branches of the work until he had mastered the machinist's trade. Having perfected himself, he was given charge of the rebuilding of locomotives in the railroad repair shop of Concord, N. H., and made himself thoroughly acquainted with locomotive engineering. Then, for two years, he attended a private school in Derry, N. H., going thence to Phillips academy in Andover, and afterward to the Rensselaer Polytechnic Institute of Troy, N. Y., where he devoted his attention to the study of engineering and mechanical drawing. This practically completed his mechanical training, which was exceptionally comprehensive and thorough. Mr. Kimball was fortunate in being able to begin the serious work of life thoroughly equipped for a battle in which many others fail.

At the outbreak of the Civil War, Mr. Kimball actively espoused the cause of the Union with the generous enthusiasm of youth, and the Government utilized his experience and training by appointing him master mechanic in the Navy, assigning him to duty in the South Atlantic blockading squadron, under Admiral Du Pont, off Port Royal. Here he proved to be the right man in the right place. Having been detailed with a force of one hundred skilled workmen for the purpose, he took charge of the repair of the machinery of gunboats and transports, and in the discharge of this duty performed a service of exceptional value to the Government. Ships which were in need of repairs and would otherwise have been under the necessity of leaving the squadron and taking a long voyage to some Northern Navy Yard, were repaired and rendered seaworthy while yet at the station. Admiral Du Pont was exceedingly proud of this feature of the operations of the squadron, and complimented Mr. Kimball and his assistants personally for the promptitude, excellence, and value of their work.

Experience in the South was of use to Mr. Kimball in suggesting to his mind an idea, in which there was promise of success. The War had interrupted the Southern tobacco industry, and, in 1863, Mr. Kimball resigned from the Navy, returned to Rochester and engaged at once in the manufacture of tobacco. With characteristic thoroughness, he wisely determined to build up his industry by making a reputation for supplying consumers with a product of the highest class; and he paid great attention to the cleanliness, order and health of his factory. He soon became a prominent manufacturer and produced goods of the finest quality. The public recognizing the excellence of his products came to hold them in high favor, and they have now made their way to every part of the civilized world, in consequence both of their own merits and of the energy, persistence and skill, with which the trade was extended under Mr. Kimball's management. The factory covers an area of over two acres on the west



R. F. Fairbank



W. W. Kimball

bank of the Genesee and employs 1,000 operatives. The tower which surmounts the main building contains the chimney of the works, and is crowned by a colossal copper statue of Mercury, twenty-one feet in height, designed by the well known sculptor, Guernsey Mitchell. The figure is of artistic merit and one of the most attractive as well as conspicuous landmarks in Rochester. A few years ago, Mr. Kimball united with manufacturers in Virginia and North Carolina and New York in the organization of The American Tobacco Co., becoming by reason of his prominence in the industry and his large interest in the company one of its vice presidents.

He was a man of public spirit, and every project which promised the advancement of Rochester received his prompt and cordial support. His financial strength and the respect for his character were illustrated by his election as president of The Union Bank, trustee of The Rochester Savings Bank, and director in The Toronto, Hamilton & Buffalo Railroad. He had also been vice president and president of The Chamber of Commerce and vice president of The Security Trust Co. In philanthropic institutions, he took an earnest interest and was president of The Industrial School and The City Hospital, while active in labors tending to alleviate the condition of the worthy poor. The Mechanics' Institute of Rochester and The Young Men's Christian Association always found him their best friend and benefactor.

Mr. Kimball lived in a notably fine residence in Rochester and found great enjoyment in surrounding himself with beautiful objects. His refinement of taste was denoted by the fact that his paintings included some of the best examples of modern French, German, English and American art, while his collection of orchids was considered by florists one of the best in the United States. It certainly attracted visitors from every part of the country. Personally, he was one of the most companionable of men, strong in his friendship and with a capacity for enjoyment which a man of half his years might have envied.

WILLIAM WALLACE KIMBALL, founder of the piano and organ making industries of Chicago, and pioneer of the wholesale music trade of the Northwest, is a native of the State of Maine. Richard Kimball of Ipswich, England, pioneer of the family in the new world, came to America during that early period, when no emigrant could, as now, expect to settle in a populous, safe and prosperous State and take his place among organized industries and national laws, with every prospect of a comfortable maintenance from the moment of his arrival. On the contrary, when he arrived, in 1634, and made his home in Ipswich, Mass., the wilderness was yet unconquered, savage tribes held the forest in unchallenged dominion, and trials, dangers and lack of opportunity were the lot of every pioneer. In these latter days of American prosperity, when hereditary societies are springing into existence in every State of the Union, public honor is at last being paid to the hardy pioneers of American civilization; and the biographer would fail in his duty if he failed to trace the necessary connection which exists between the courage, enterprise and honor of various successful men of to-day, and the character of the valiant and God fearing men, from whom he derives his descent. The lineage of Richard Kimball, the Puritan, bore their part with fortitude in the early days; and Moses, grandfather of William W. Kimball, fought for Independence, while David, father of the subject of this sketch, was a soldier of 1812.

William W. Kimball was born in 1828, on his father's farm in Oxford county, Me., and until middle life trod the rough and uneven path, which is the only one open to a

poor man if he would make for himself a distinguished name in affairs. A student at the free grammar and high schools of his native county until the age of eighteen, he then came face to face with the question of a vocation, and aspiring to a more active life than that afforded by agriculture, he entered a country store as a clerk, took charge of a school subsequently, and at the age of twenty-one became a travelling salesman for a business house in Boston. New England was the scene of his endeavors at first, but later Mr. Kimball spent several years travelling throughout the whole of that vast domain extending to and lying east of the Mississippi river, including the Southern States. Every city of importance, whether alive and bustling or apathetic and dull, was visited during this period, and, in 1857, Mr. Kimball found his way to Chicago, a city which had just shaken off its earlier character of a frontier town, and was taking its place as the commercial center of the rapidly growing West. The alert mind of the young man, an enterprising spirit and his intuitive apprehension of possibilities, based on years of experience, were awakened by the indescribable vitality which permeated the town. Chicago conquered his liking at once, and there he promptly settled and began business as a dealer in pianos and organs. The step was taken at the right moment and Mr. Kimball soon found himself in possession of a promising trade.

As the West improved in the comforts and amenities of life, Mr. Kimball's trade improved, until a purely local sale of pianos, organs and music had grown, in 1864, into both a retail and wholesale trade. In that year, he opened large and fine warehouses in the Crosby Opera House and concentrated his business at that spot. When the conflagration of 1871 completely obliterated the Opera House and the store, Mr. Kimball saved a portion of his stock, and, while suffering for the moment the depression which may be pardoned even in a gallant man, he rallied with characteristic energy and within twenty-four hours had resumed business at his home on Michigan avenue. His clerks took possession of the billiard room, and the barn served the useful purpose of a shipping department. As soon as possible, however, more suitable premises were occupied at the northwest corner of Wabash avenue and Thirteenth street. The dash, energy and unconquerable spirit exhibited by Mr. Kimball at this period saved his trade. In 1873, the business was moved to one of the new buildings which rose from the ruins of old Chicago, and there, at the corner of State and Adams streets, it soon reached greater proportions than ever, in spite of the hard times. In 1882, the business was reorganized under the corporate name of W. W. Kimball Co., capital \$1,200,000, the founder being president and controlling owner. In 1887, the growth of trade led to the occupancy of the mammoth structure, southeast corner State and Jackson streets, the final removal to the statelier and more commodious Kimball building, 147-157 Wabash avenue, being made in the Spring of 1891. The manufacture of reed organs on an extended scale was begun in 1881, that of pianos in 1887, and that of pipe organs shortly subsequent to that date. The enterprise, in all three of its branches, proved a signal and great success, the Kimball organs soon realizing an active demand in all the polite markets of the country, with extensive sales in many foreign lands, while the Kimball pianos were quick to take their present permanent rank among the strictly first class instruments of our time. The factory system which accommodates these three separate but related industries—pianos, reed organs and pipe organs—under one vast roof, embraces a half million square feet of modern manufacturing floorage and its output is the largest in the world.



1880

J. D. Kimbark

The success of Mr. Kimball's enterprise sufficiently denotes the quality of his mind and the vigor of his physical vitality. Courageous, cheerful, ready, clear in judgment, alert to opportunity, untiring in labor and masterly in the management of men, he owes his success solely to his own efforts and the qualities inherited from a vigorous ancestry. And yet this does not fully describe the man. Mr. Kimball loves music as an art of expression of the finest feelings of human nature, and has been animated from the beginning with broad and elevated views relative to the influence of music upon the human race and the promotion of the welfare of his countrymen. As a patriotic American, it is a source of pride to him that he has borne a leading part in making foreign countries tributary to the United States in the trade in musical instruments, and, as "peace hath its victories no less renowned than war," Mr. Kimball may be credited with being one of the conquerors in that amicable international conflict, which is waged unceasingly between the civilized nations of the earth. He has promoted the happiness of hundreds of thousands of his countrymen and the purity and sweetness of American homes. He is fond of books, and ranks among the most cultivated men of Chicago. In 1865, Mr. Kimball married Miss Evalyne M., daughter of Hubbell B. Cone of Chicago, and lives on Michigan avenue surrounded by every evidence of refinement.

SENECA DU BOIS KIMBARK, prominent in the iron and steel trade of Chicago, Ill., is one of the interesting figures among a group of energetic merchants whose talents and labors have, within the last thirty years, made Chicago the commercial emporium of the West. Born in Venice, Cayuga county, N. Y., March 4, 1832, the son of Adam C. and Sarah Masten Kimbark, he is descended from prominent families of Ulster county, N. Y. The father was a farmer, merchant and hotel keeper of moderate means but of strong character and marked integrity. Seneca obtained an education in the public schools and in Geneseo and Canandaigua academies, although with difficulty. He never could have attended the academies had he not been able to defray the expense by his own services in teaching school. From twelve years of age until his majority, except when either studying or teaching school, he bore a part in the work of his father's farm. Cayuga county is famous for the high character of its people and the many eminent men it has produced, but it cannot keep all of her bright minded sons at home, owing to lack of local opportunities. Accordingly, in 1853, Mr. Kimbark left the farm, went to Chicago, took the first honest work offered, and began life as clerk in a ladies' dry goods bazaar at \$3.50 per week. A few months later he became bookkeeper with E. G. Hall & Co., then just starting in the iron and steel business. In 1854, cholera invaded the United States and gave Mr. Kimbark the chance to show his pluck and merits, he being left to conduct the business, which he did successfully. By 1858, he had made himself indispensable and became one of the partners in the house, which then displayed the sign of Hall, Kimbark & Co. The breezy vigor, sound health, alert mind and ambitious nature of Mr. Kimbark, added to acquired experience, now began to tell in his business. He not only kept up with the growth of the West, but, in his own line of trade, he led the way. It was always a rule with him to do whatever he undertook as well as any one could, no matter what the trouble to himself. Sound methods expanded the business year by year. In 1867, his brothers, George M. and Daniel A. Kimbark, joined the firm, which took the name of Kimbark Bro's & Co.

In the great conflagration of 1871, the store was reduced to ruins, but Mr. Kimbark was one of the first to secure from the Mayor a license to erect a temporary building

on the lake front park. Within a week a rough shed, 100 feet wide by 400 feet long, had been erected and stocked with hardware, and business was resumed. The disaster of 1871, caused Mr. Kimbark to put forth greater exertions than ever, and these, coupled with his tact, high sense of honor and unfailing sagacity, brought him safely out of the appalling difficulties of that trying time.

In 1876, Mr. Kimbark became sole proprietor of the business, and under his management the house has since become one of the largest of the kind not only in the West but in the United States. He has made Chicago the distributing center of heavy hardware in the West, and the exporter of large quantities of this merchandise to Australia, the South American republics and Mexico. In Chicago, the business occupies a six story warehouse, 132 by 173 feet, and as an adjunct to its operations a factory is maintained in Elkhart, Ind., capable of producing 500 complete piano box bodies per day, besides wood work for carriages and sleighs, the demand for which has grown with the growth of West.

Mr. Kimbark's personal geniality is perhaps in part the source of his business prosperity, but he is a thorough business man, with high ideals and broad views, self reliant and energetic, and forty years and more of untiring and pertinacious application have placed him in a position of influence. In all assemblies where iron and cognate interests are investigated and considered, his voice is especially potent. He is heartily identified with the progress of Chicago, and was one of the committee of three to locate the South Park system, the wisdom of whose work is now fully acknowledged, and has been most persistent in preserving the lake front to the city.

In earlier years a Democrat, Mr. Kimbark became an active Abolitionist upon the repeal of the Missouri compromise, following in this respect his maternal ancestors, who, though Southerners and slaveholders, had emigrated to the North with their slaves and liberated the latter from bondage. A Republican since 1856, he was during the Civil War active in raising troops, notably the Kimbark Guards, and advanced some of his means to carry on the struggle. He is prominently identified with the Union League and Chicago clubs.

Mr. Kimbark was married, Sept. 25, 1856, to Miss Elizabeth Pruyne, daughter of Senator Peter Pruyne of Chicago. They have four children, two daughters and two sons. The older son, Charles A. Kimbark, is now financial manager of his father's business, while Walter is at the head of the carriage goods department. Mr. Kimbark is yet active in his vast business, and one of the best known men in Chicago.

CHARLES GREGORY KING, pioneer lumber merchant, banker and capitalist, of Cleveland, O., deserves more than a passing mention in this work, and a portrait of the subject is presented in addition to this brief biography. He was born in the town of Sand Lake, Rensselaer county, N. Y., Sept. 27, 1822, and is one of a family of fourteen children, all of whom lived to reach the age of manhood and womanhood. At an early age, Mr. King was initiated into the practical details of farming, which was his father's vocation; and the necessity of constant industry inured the boy to habits of self-denial, although seriously interfering with the intellectual culture, for which he manifested a strong desire.

When Mr. King was sixteen years of age, his father died, leaving bereaved hearts and an encumbered estate as an inheritance to his family. With the courage and determination which have characterized his whole life, Charles, together with some of



Charles Gregory King

his brothers, provided a home for their beloved mother and their younger brothers and sisters. Seven years of his life were thus occupied, and then, his long fostered desire for mental improvement would brook no further repression. Feeling at liberty to devote the proceeds of the next few months' labor to defraying the expense of tuition in the Brockport Collegiate Institution, located in Western New York, he spent the years until 1849 in alternate study and teaching.

In 1849, the young man started West in search of occupation. After a long and tiresome trip, which extended into Michigan, he turned his face toward the East without having attained his object. At length, however, courage and perseverance overcame ill fortune, and at Erie, Pa., a house, which was shipping lumber to the Albany market, engaged Mr. King as a buyer. The latent ability of the young man, which merely needed an opportunity for its exhibition, soon revealed itself; and after various promotions, he removed to Cleveland in 1852, becoming a partner in the well known firm of Foote & King, which established the lumber yards on River street. In the year 1862, owing to the failing health of Mr. Foote, the firm dissolved, and for three years Mr. King conducted the business alone, thereafter taking a partner in the person of D. K. Clint.

In 1866, the foresight of Mr. King and his confidence in the future great development of the country led him to establish another yard, and to open up the Cuyahoga river for ships to a point far beyond what were then the limits of navigation; and on Scranton avenue another house, Rust, King & Co., commenced the manufacture and sale of lumber, and an immense business was developed. When the River street yard was given up, in 1874, new relations were entered into and the firm became Rust, King & Clint.

The organization of The Savings & Trust Co., with Mr. King as its president, marked the location of the first great banking enterprise in the city of Cleveland, in its new and rapidly developing retail center on Euclid avenue above the Public Square. Recognizing the possibilities of a great city, Mr. King became a heavy investor in lands on Euclid avenue and erected many large buildings, which have proved the nucleus of what is now a large new retail business center, east of the Public Square. As president of The Realty Investment Co., of Cleveland, and as the president of The Monarch Orange Co. of Florida, owning the most extensive orange and lemon groves in the world, Mr. King has rapidly rounded out a career of great usefulness, furnished employment to many, and sharing the benefits of his enterprise with a liberal hand. Now at the age of seventy-three, one finds him yet pursuing the even tenor of his life, loved and honored in his domestic relations and esteemed by all. Whatever of success has attended Mr. King in his business career thus far, he attributes to the blessing of God upon the faithful use of his natural powers.

His wife was Mary Jane Thrall, and his children, Ralph and Charles G. King, jr.

FRANCIS THOMPSON KING, banker, born in Baltimore, Md., where he always lived, Feb. 25, 1819, died in Baltimore, Dec. 18, 1891. He was the son of Joseph King, jr., a shipping merchant. After receiving an education at St. Mary's college in Baltimore and Haverford college in Pennsylvania, he entered business life, and during his successful career rose to the presidency of The Central Savings Bank. A large investor in real estate, which subsequently advanced in value, he gained a large fortune. He was a prominent member of the religious Society of Friends and a man of

philanthropy, as shown by his labors as president of The Johns Hopkins Hospital Board and in other ways. Mr. King virtually administered his own estate and had the satisfaction of doing much good with it for the benefit of his fellow men. The bulk of his fortune was given away during his life time to educational and other public objects.

CAPT. RICHARD KING, long known as the "cattle king of Texas," died in Galveston, April 14, 1885, at the age of sixty. This self made man came from Ireland in early youth, tarrying for a time in New York city, and then found his way to the West and South and became a river pilot. General Taylor's operations in Mexico drew him, in 1847, to the Rio Grande river, where he was appointed pilot of the United States steamer *Corvette*. In 1850, Capt. Mifflin Kenedy, Captain King, Charles Stillman and James O'Donnell formed the partnership of M. Kenedy & Co., bought two river steamboats, and began trading on the Rio Grande, the two boats being commanded respectively by King and Kenedy. Business was brisk and the firm soon amassed a large amount of money. Other boats were bought in time and first and last the firm owned twenty-six river steamers in all. In 1865, the partners re-organized as King, Kenedy & Co. During the Civil War, these boats were of service to the Confederate authorities and were employed largely in conveying supplies and munitions of war, imported to the Confederacy from Mexico. After a profitable trade for twenty-four years, the firm dissolved in 1874, dividing the assets among the different partners, who retired rich.

When Texas was admitted to the Union, in 1845, she retained the ownership of her public lands, and so enormous was the area of these, that lands were sold at extraordinarily low prices. Captain King invested his profits in land in Nueces and adjoining counties, and in 1852, with others, established the Santa Gertrudes ranch on the Nueces river and went into cattle raising. Captain Kenedy became his partner, in 1860, and when they separated, in 1868, Captain King retained the ranch. This ranch was long a refuge for those in danger. That part of the country was in the early days overrun with cattle thieves, and Captain King and Captain Kenedy performed a public service by ridding the country of the marauders. Captain King always remained a ranchman, and before he died had become one of the largest land and cattle owners in the world. It is said that at one time 500,000 head of stock ranged his estates. Corpus Christi bay bounds the Santa Gertrudes ranch on one side for about forty miles, and the wire fence which completes the circuit of the domain is about three hundred miles long. The house in which Captain King dwelt lay thirteen miles from the entrance to the ranch, and resembled in style a baronial mansion. Three hundred cow boys were employed, and long trains of freight cars carried the surplus cattle from Corpus Christi to the East. Captain King had about 600,000 acres in Nueces county under fence; 650,000 acres under fence in the adjoining county of Cameron; and 25,000 acres in Duval county, also adjoining, as well as 85,000 acres in Tom Green county, and how much more no one knows. His possessions considerably exceeded in size the State of Rhode Island.

Captain King's vast property was left entirely to his wife, Henrietta Moore, daughter of the Rev. Hiram Chamberlain, a Presbyterian missionary, who built the first church on the Rio Grande river. Mrs. King spends a portion of each year upon the ranch of Santa Gertrudes, but also has a house in Corpus Christi.

THOMAS H. KING, banker, Greenville, Tex., a native of Cass county, Tex., was born Nov. 27, 1848, son of O. H. and Elizabeth King. John King, grandfather of the Greenville banker, emigrated from Ireland about 1832, directly to Texas, while his mother's family, English in origin, settled in Tennessee the same year. Educated in the free schools of Greenville, Mr. King found his first occupation in buying and selling cattle and horses, thus connecting himself with the paramount interest of that day in Texas. When able to acquire a sufficient area of land, he established ranches in Western Texas, and there, with excellent results, engaged in the raising of cattle. Mr. King yet owns several thousand acres of land in Shackelford and Jones counties and a smaller ranch in Hunt county, but, in 1883, he returned to Greenville, organized The First National Bank, and has managed that institution as its cashier until the present time. Mr. King was at one time the owner of a large amount of real estate in Greenville, and some of his buildings were burned in the fire of 1884, which nearly destroyed the town. Dec 8, 1875, Mr. King was married to Miss Virginia Oldham, and has three children, Clark H., Ollie V., and Douglass N. King.

MARTIN KINGMAN, manufacturer, Peoria, Ill., born in Deer Creek, Tazewell county, Ill., April 1, 1844, youngest of four sons of Abel and Mary Ann Bingham Kingman, farmers, descends from a family, planted in Weymouth, Mass., in May, 1622, by Henry and Johanna Kingman of England. The pioneer of the family operated the ferry across Weymouth bay for many years. Martin Kingman's father was drowned in the Mackinaw river, when the lad was four years of age, and the mother was left with four young children.

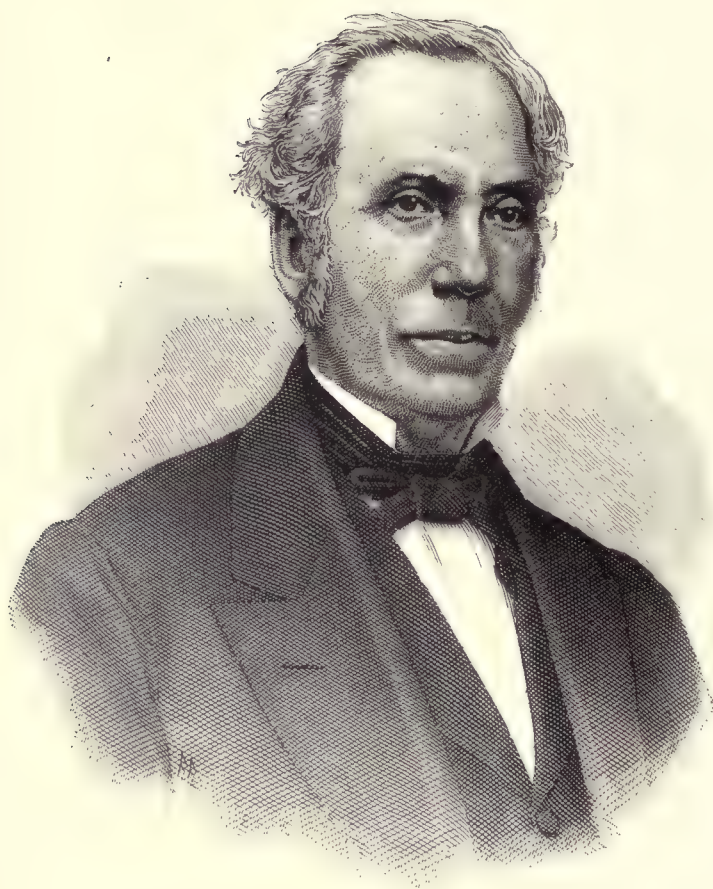
Martin grew up on the paternal farm, gained an education at Tremont and Washington academies, taught school Winters, and, in 1862, enlisted as a private in the 86th Ill. Vol's, and went to the front Second Lieutenant of Co. G. With the 14th Army Corps, he served in the Southwest and on the March to the Sea, and finally reached Washington, taking part in the grand review at the close of the War. During eighteen months he served as Acting Assistant Quartermaster on the staff of Col. Dan McCook. The War being over, Mr. Kingman went back to the Illinois farm; but, in 1865, became salesman in a flour mill in Peoria. In 1866, with the savings from his army pay, he helped establish the grocery firm of Clauson & Kingman in Peoria, but sold his interest at a profit the same year, and engaged as travelling salesman for a wholesale boot and shoe house.

In January, 1867, Mr. Kingman began the manufacture of agricultural implements in Peoria, and in that industry has continued to the present day, meeting with remarkable success. His firm of Kingman & Co., incorporated in 1882, capital \$600,000, with Mr. Kingman as president, is one of the busiest in the West. Mr. Kingman is now also president of The Weir Plow Co. of Monmouth, Ill., and The Peoria Cordage Co., and a director of The Marseilles Manufacturing Co. (corn shellers and wind mills), and markets almost the entire product of these three concerns. He is also president of The Peoria Savings, Loan & Trust Co., director of The Central National Bank and Treasurer of The Peoria General Electric Light Co. He is a Republican in politics, and has held several public offices. May 21, 1867, he married Miss Emeline T. Shelley, and of their five children three are living, Louis Shelley Kingman, manager of The Weir Plow Co.; Walter Bingham Kingman, head of the bicycle department of Kingman & Co., and Mabel Dunham.

THOMAS KINGSFORD, inventor of the manufacture of corn starch, founder of The Oswego Starch Factory, and originator of one of America's great industries, born in Wickham, Kent county, England, Sept. 29, 1799, died at his home in Oswego, N. Y., Nov. 28, 1869. Like so many other family names, which arose during the middle ages, that of Kingsford is derived from a romantic incident of the stormy times of King John. That monarch, pursued by the French and harassed by his own subjects, arrived on one occasion late at night upon the bank of a rapid stream, with no means to cross it. A stalwart Englishman then carried King John bodily across the stream, receiving the name of King's Ford in honor of the service rendered. During the Wars of the "Roses," a member of the Kingsford family distinguished himself by such valor as to earn the right to place the rose branch upon his coat of arms, and that design ever afterward embellished the armorial bearings of the family.

While thus of heroic strain, Thomas Kingsford, son of George and Mary Love Kingsford, was born to modest although respectable station. The death of his father while Thomas was a youth left the family in such circumstances that at the age of seventeen, the lad was obliged to devote his youthful energies to their support. Five years of employment as a baker in London were followed by an engagement in chemical works, and thus unwittingly the young man had placed his foot upon the steps destined to lead him to renown. Chemistry proved attractive to Mr. Kingsford and he engaged in experiments and researches of the utmost value to him later in life, but ill health caused him to leave the chemical works and resume the trade of a baker, which he followed at Deptford, Bow, Middlesex and Kensington. At the latter place, he dealt in other wares, but overtaxed his resources, met with reverses, and after a short residence in Canterbury, opened a school in Headcorn, Kent, at which place his son Thomson was born. Mrs. Kingsford, an exceedingly competent woman, aided her husband with success to carry on the school, but finally Mr. Kingsford came to the conclusion that if there were to be any marked improvement in his estate, he must seek it in America.

Dec. 12, 1831, Mr. Kingsford arrived in New York city, on a tour of investigation, with an English half crown in his pocket, and, in April, 1832, entered the employment of William Colgate & Co., starch manufacturers, at Harsimus in Bergen county, N. J. His previous experience both as a baker and a chemist were now to prove of unexampled value. Starch making in America was at that period just emerging from its old time condition of a home occupation, carried on by unemployed members of a family at irregular intervals, in the same way as the weaving of cloth, the spinning of thread and the making of other articles of commerce. The processes were slow and inefficient, the product was expensive, and starch was a luxury at the command of the rich alone. In feudal times, this commodity had been popular chiefly for the stiffening of ruffs and frills and the powdering of the hair so long prevalent at courts, but in the early part of the present century a large demand for it had been created by the manufacture of cotton goods, both in England and the United States. The Colgates were making starch from wheat. Mr. Kingsford brought all his knowledge of chemistry to bear upon a solution of the problem of an abundant and low priced supply of raw material for starch making. He saw a great future for the business, sent for his family in 1833, and finally was the first man to suggest the manufacture of starch from Indian corn. Neither the Colgates nor other makers of starch gave the new suggestion the slightest encouragement, and, in 1841, Mr. Kingsford began to experiment in



John Kingsford

private with the new material. For a time, he failed to discover any practicable method of separating the starch from the other ingredients of Indian corn and hit upon the proper plan at last only by accident. He was wise enough to keep the secret to himself. The first lot of corn starch ever prepared for the general market was produced by Mr. Kingsford in 1842.

Thoroughly convinced of the excellence of his idea, Mr. Kingsford embarked in business on his own account, in 1846, under the name of T. Kingsford & Son, and established a small factory at Bergen, N. J. Success, complete and inspiring, attended the enterprise from the start. The demand soon exceeded the capacity of the factory, and in 1848, with the aid of Dr. Sylvester Willard, Erastus Case and other gentlemen of Auburn, N. Y., Mr. Kingsford organized a small stock company, capital \$50,000, and, removed the factory to Oswego, N. Y., on Lake Ontario, at which point abundant supplies of corn could be obtained from the West at a nominal expense for freight. He began with sixty-five workmen, and during the first year made 1,327,128 pounds of corn starch. The output grew to 3,000,000 pounds in a year by 1853, and to 7,000,000 in 1859, and during the Civil War it reached 10,000,000 pounds a year.

Mr. Kingsford revealed the secret of the process to his son, Thomson Kingsford, but to no one else, and for twenty years these two men superintended the important processes of manipulation in person. They reduced the price of starch and completely revolutionized the industry. It is not to be supposed that other manufacturers remained indifferent to the remarkable development of the corn starch industry. They secured the right to manufacture under the Kingsford process and by the year 1870, no less than 195 starch factories were in operation in the United States, representing an investment of \$2,742,000. In spite of competition, The Oswego Starch Factory remains to this day the leading corn starch manufacturer in the world. T. Kingsford & Son have been loaded with honors, medals and awards, and their name is now known and honored in every civilized country on the globe.

Mr. Kingsford was an upright and able man, and, during his later years, had begun to enjoy some small share of the leisure, as he had always enjoyed the respect, to which he was entitled. In Oswego, he became vice president of The Marine Bank, first president of The First National Bank, and a promoter and stockholder in the Oswego water works, and would have had other honors if he would have accepted them. In 1864, he served as Presidential Elector on the Republican ticket. A deeply religious man, he was one of the founders of the First Baptist Church of Harsimus, now Jersey City, and later, of the West Baptist Church in Oswego.

In 1818, Mr. Kingsford married Ann Thomson, a woman of great natural force of character. Being left a widower, in 1834, he married Mrs. Elizabeth Austen, in 1839. The one surviving child is Thomson Kingsford.

THOMSON KINGSFORD, manufacturer, son of Thomas and Ann Thomson Kingsford, is a native of Headcorn, Kent county, England, where he was born, April 4, 1828. At five years of age, the lad, with his sisters and mother, sailed for New York, to join their father. Thomson was apprenticed to the machinist's trade, in which he showed great ability, and made a special study of drafting. His talent was soon displayed in the construction of a six horse power steam engine, the first used by his father in the latter's newly discovered process of extracting starch from ripe Indian corn. Thomson was of great assistance to his father after having finished his appren-



Thomson Kingsford

ticeship, in 1845, when the senior Kingsford resolved to engage in the manufacture of starch on his own account. All the machinery of the factory of T. Kingsford & Son, at Bergen, N. J., was designed, made and set up by Thomson Kingsford, and, during the remainder of his father's life, he aided actively in the management of the starch industry, most of the mechanical improvements originating with him. In 1848, the works were removed to Oswego, in consequence of the fact that millions of bushels of grain were being received at that port, *en route* from the West to the seaboard. In that year, The Oswego Starch Factory was organized to conduct the business. When Thomas Kingsford died, in 1869, the son succeeded to the management.

Through his energy, the business expanded rapidly and the production has now reached 21,000,000 pounds annually or about thirty-five tons a day, the largest amount of starch produced by any factory on the face of the globe. The subject of this sketch is as good a business man as a mechanic and has found a market for his starch in every civilized country in the world. Agencies are maintained in all parts of the United States, Europe and Great Britain. The factory is now one of the largest establishments in Northern New York, and has not only brought prosperity to its owners but diffused great benefits among the community at large. It employs over seven hundred persons, and directly or indirectly, gives employment to thousands of other individuals. The grounds occupy twenty acres of space, while the buildings, which have been solidly constructed from stone, brick, and iron, have a frontage of 733 feet and a depth of 200 feet. About one million bushels of Indian corn are consumed annually in this factory. The capital of the company, originally \$50,000, has since been increased to \$500,000. Mr. Kingsford, who owns the chemical secret of separating the starch from the corn, is the actual manager and president of The Oswego Starch Factory. A man of strong common sense, great energy and high character, he is one of the most respected residents of Oswego and a useful citizen. His energies find a field for congenial exercise in many other employments besides that with which his father and himself have been historically identified. He is proprietor of The Kingsford Planing Mill & Box Factory, The Kingsford Foundry & Machine Works, and The Kingsford Family Supply Store; a trustee of Colgate university and Wells college; a director of The National Marine Bank, The Oswego Water Works Co., The Oswego Gas Light Co., and The Oswego & Syracuse Railway Co.

His influence has been recognized in the Republican party in his State, and he is an active member of the West Baptist church and the leading charities of Oswego.

In 1851, he was married to Virginia, daughter of Augustus and Mary Pettibone, of Oswego. Their two children are Thomas Pettibone, vice president of The Oswego Starch Factory, and Virginia Kingsford, wife of John D. Higgins, Mayor of Oswego.

FREDERICK JOHN KINGSBURY, LL.D., Waterbury, Conn., lawyer and business man, was born in Waterbury, Jan. 1, 1823, and received a thorough education, first in the local schools, then in Virginia, and finishing with a course at Yale college, graduating therefrom in 1846. The laborious and not always remunerative profession of the law attracted him at first, and he was admitted to the Suffolk county bar in 1848, and began practice in Waterbury the following year. In 1850, however, other avenues to prosperity pressed upon his attention, with the result that he founded and assumed the cares of treasurer of The Waterbury Savings Bank. Later, he became cashier and then president of The Citizens' National Bank, also founded by him. The

management of both is retained by him to date. In 1868, he was chosen president of one of the oldest industries in the city, The Scoville Manufacturing Co., founded in 1802, a large producer of brass goods and now possessing a capital of \$400,000; and for the following twenty years, he devoted a large part of his time to the energetic management of the business and the development of its now well equipped plant. Mr. Kingsbury is interested in public affairs and represented his city in the Legislature in 1850, 1858 and 1865. He has been a member of the corporation of Yale college from 1881 to the present time, and received the degree of Doctor of Laws from Williams college in 1893. He is president of The American Social Science Association and a member of the Century and University clubs in New York city.

THOMAS TALMADGE KINNEY, late editor and proprietor of *The Newark Daily Advertiser*, is a man whose active business life of more than forty years has been intimately and usefully identified with the growth and development of the flourishing city which is his home. He comes from an old family, which has played an honorable part in the history of the country. Several of his ancestors were officers in the American Revolution and his father was a distinguished public man.

Mr. Kinney was born in Newark, Aug. 13, 1827. More fortunate than some of his boyhood friends, he was fitted for the part he was to play in life by an excellent education, which he received, first at the old Newark academy, which stood where the post office has since been built, at the corner of Broad and Academy streets, and later at Princeton college. While a student at Princeton, he manifested a strong taste for natural science, and thereby attracted the attention of Prof. Joseph Henry, one of the faculty of the college, and during his senior year, Mr. Kinney had the honor to be selected by Professor Henry as his assistant. An intimacy was established at this time between these two men, which resulted in a life long and intimate friendship. In due time, he received the degree of A.M. The young man had, however, meanwhile taken time by the forelock and begun the study of law in the office of Joseph P. Bradley, an eminent lawyer, who afterward rose to the bench of the Supreme Court of the United States. Mr. Kinney now devoted some time to the completion of these studies. Broader ideas, a finer perception, and an active public spirit grew out of Mr. Kinney's acquaintance with the pages of Blackstone and Kent, but, although admitted to the bar in 1844, he never entered upon the practice of his profession. On the contrary, his fine abilities were diverted to the profession of journalism.

His father, William B. Kinney, had, in March, 1833, become the editor and proprietor of a political newspaper, which had been started the year before, entitled *The Newark Daily Advertiser*. This paper he had conducted with distinction and success for many years, making it the most influential journal in his State. Upon the completion of his son's legal education, he invited the latter to a share in the management of the paper; and, in 1851, having been appointed United States Minister to Sardinia, he placed his son in general charge of the property and of his other business interests.

Although then only twenty-four years of age, Thomas T. Kinney proved competent to perform the tasks assigned to him. He devoted himself with the ardor of young manhood and a trained and cultivated mind to the development of the business of the paper. As he gained an insight into the requirements of journalism, he introduced into his office, one after another, the modern methods and the best available machinery of the day. He was instrumental in the establishment of concerted action



Thos: T. Kinney.

in news gathering and the exchange of information, which led to the formation of the Associated Press. William B. Kinney never resumed the active management of *The Advertiser*. Upon the expiration of his highly successful term of office abroad, he dwelt in Florence for a number of years, in the enjoyment of the society of distinguished American artists and other personal friends, and did not return to the United States until the latter part of 1864. His health having failed, he retired from business and died, Oct. 21, 1880, at the end of a well spent life, carrying with him the esteem and affection of a large body of friends.

Thomas T. Kinney then became sole proprietor of the daily newspaper. His business career has been a highly successful one. For more than forty years, he gave his close personal attention to the affairs of his journal and added to its circulation, receipts and prestige. For many years, a writer for its columns, his articles were characterized with a force, clearness and strength of argument, in which legal training was clearly visible. A high standard of workmanship was demanded from the staff, and the paper therefore became an excellent school for the training of rising young journalists. In politics, a paper of great influence, *The Newark Advertiser* became under his management also a profitable business property, and his high financial standing is due to the prosperity of his daily newspaper.

Through the very nature of his occupation, Mr. Kinney became a student of public questions and intensely interested in the larger politics of the day. In 1860, he was a delegate to the Chicago convention and an ardent and successful advocate of the nomination of Abraham Lincoln for president. An intimate friend of President Lincoln, Gen. U. S. Grant, and many other of the leading men of his times, he could have been appointed to important political office, if he had chosen, but he never sought or accepted any distinction of this character. During the administration of President Arthur, he was offered a very important foreign mission, and again under General Harrison's presidency a similar offer was made him by Secretary Blaine, but he declined both. His tastes led him in the direction of endeavoring to influence his age through the columns of his paper, and in the enjoyment of a refined and cultivated taste by gathering about him beautiful works of art and the study of natural science.

Public spirit had led Mr. Kinney, however, to identify himself with every important event in the history of Newark, and he has been an active participant in a large number of its financial and industrial enterprises. He was one of the projectors of the Newark Board of Trade and a delegate from that body to a convention in Philadelphia, which organized The National Board of Trade. He was one of the founders of The Fidelity Title & Deposit Co., and has been its president ever since. He is also a director in The National State Bank, President of The Newark City Ice Co., a director in The Electric Light & Power Co., The Stevens & Condit Transportation Co., and other companies. He is also a member of The Board of East Jersey Proprietors, a life member of The New Jersey Historical Society, and, also, an hereditary member of The Society of the Cincinnati.

When The Society for the Prevention of Cruelty to Animals was formed, he was one of the incorporators, and the deep interest he displayed in its work led to his election as president, an office he held for many years. He has been a member of the State Board of Geology and Agriculture, and was president of the latter from 1878 to 1882. At the time when the Legislature authorized the conversion of the Soldiers'

Children's Home in Trenton into an asylum for the deaf and dumb children of the State, he became a trustee and manager of that worthy institution.

In 1892, *The Newark Daily Advertiser* was organized into a stock company. Competent men were placed in charge of the various departments, and Mr. Kinney retired from the active management. He is abundantly occupied, however, with numerous institutions and many business and philanthropic enterprises.

EDO KIP, banker, Passaic, N. J., is the son of Peter H. Kip and descends from a family which traces its ancestry to Count Roeloff de Kype, a resident of France in the middle of the sixteenth century. The subject of this sketch was born in Bergen county, N. J., July 30, 1815. During young manhood, a farmer, he bought, in 1869, a tract of land, which is now in the center of the city of Passaic. Its rise to great value is, in part, that which has given him the means to take an active part in the development of the city. He is very public spirited, and, as trustee and clerk of the Board of Education, personally superintended the construction of the first public school building in Passaic and has since promoted education wisely and successfully. He was the first president of The Passaic National Bank, one of the organizers and directors of The Passaic Gas Light Co., and director of The Passaic Trust & Deposit Co., and The Waterhouse Manufacturing Co. The care of all these properties occupies him pleasantly and brings him in touch with all public movements in Passaic.

NORMAN WOLFRED KITTSON, a remarkable character of St. Paul, Minn., born in Sorel, Lower Canada, March 5, 1814, died at Roberts, Wis., May 11, 1888. A grandson of Alexander Henry, famous as an explorer of the region of the Great Lakes, he took to the woods himself at an early age, and from May, 1830, to 1832, traded at a post between the Fox and Wisconsin rivers for The American Fur Co., later going to the headwaters of the Minnesota and the Red Cedar rivers in Iowa, and finally, in 1834, locating at Fort Snelling, on the site of what is now St. Paul. In 1838, he went home for a year, but, in 1839, began to trade on his own account at Cold Spring, near Fort Snelling, and, in 1843, entered The American Fur Co., as special partner, headquarters at Pembina, Minn. Mr. Kittson made a great deal of money in this business and more when, in 1854, William H. Forbes and he engaged in the general Indian trade, their enterprise being known as "the St. Paul outfit." After 1854, Mr. Kittson lived in St. Paul. It is a curious reminiscence of early days in Minnesota, that when, in 1851, Mr. Kittson was elected to the Minnesota Legislature from Pembina, serving, 1852-55, he had to make the Winter journey to the Capital on snow shoes or in a dog sledge. In 1858, he became Mayor of St. Paul. Forbes & Kittson dissolved in that year, but the former junior partner went on alone in the Red river trade until 1860, then taking the agency of The Hudson Bay Co. Having established a line of steamers and barges on the Red river, he gained therefrom the title of Commodore. Later he was associated with James J. Hill, in The St. Paul, Minneapolis & Manitoba Railroad. Large sums of money were made in consequence of very early purchases of real estate in St. Paul. Mr. Kittson left a fortune of \$4,500,000 to a large family.

ERNEST J. KNABE, manufacturer, Baltimore, Md., born Aug. 16, 1837, the son of William Knabe, who, about fifty years ago, founded the piano manufacturing firm of Wm. Knabe & Co., died in Baltimore, April 17, 1894. Knowing that the young man would in time succeed to the piano factory, the senior Knabe gave Ernest a thorough education in Zion school and St. Timothy's college, and took him, at the age of

twenty, into the business office of the firm, where the youth at once showed excellent quality, to the great satisfaction of his father. Taken into partnership, in due time, he became senior member of Wm. Knabe & Co. The founder died May 14, 1864, leaving the business to William and Ernest J. Knabe, sons, and Charles Keidel, son-in-law. In 1889, they incorporated under the old name, with a capital stock of \$1,000,000, Ernest J. Knabe being president. Mr. Knabe was not only a successful manufacturer, but well known as a musician throughout all parts of the country and prominent in musical circles. He enjoyed a reputation of being one of the most charitable men in Baltimore, and joined many organizations to ameliorate the sufferings of the poor. Always strictly upright in business affairs and a capable manager, he was greatly honored.

JOHN HOLLY KNAPP, lumberman, Dubuque, Ia., born in Elmira, N. Y., March 29, 1825, son of John Holly and Harriet Seely Knapp, died, Oct. 18, 1888, in Menomonie, Wis. The Knapp family is traced clearly to Sir John Knapp, who was knighted in England in 1540. Nicholas Knapp and family came to America in 1640, settling near Stamford, Conn. Gen. John H. Knapp, father of the subject of this memoir, held a command in the New York militia, was interested in coal mines, canals and kindred enterprises, platted Fort Madison, Ia., 1833-35, and took part in the Black Hawk War. His was the third family to locate in Lee county, Ia. John H. Knapp, the son, finished his education in an institute in New Haven and a business college in Boston. During youth, he knew Black Hawk, the Cicero of the Western tribes, and learned the Sac language. Having inherited \$1,000 from his father, who died in 1839, Mr. Knapp and Captain William Wilson, in 1846, bought a half interest in David Black's saw mill and pine lands at Menomonie, Wis. Mr. Black died that Fall, and the partners bought the other half interest. The firm began on a small scale, but gradually developed the business into one of the largest lumber concerns in the United States. The name of Knapp, Stout & Co., adopted in 1853, has been retained until the present day. For convenience, the partnership was incorporated without change of name in 1878, Mr. Knapp becoming president and holding the office until 1886. The capital is now \$6,000,000. This company possesses a great property, including saw mills at Menomonie, Cedar Falls, Rice Lake, Chetek, Prairie Farm and Downsville. It drives 100,000,000 feet of logs every year, and by gradual purchase has acquired over 200,000 acres of pine lands in Wisconsin, 72,000 acres in Arkansas, and a large amount of improved real estate in Dubuque, Fort Madison, St. Louis and railroads, live stock, etc. Mr. Knapp never desired public office, although he had served as Supervisor, and, in 1876, as a Presidential Elector on the Republican ticket. In Menomonie, he belonged to the F. A. M. and R. A. M. He was a sincere Christian, a Congregationalist, and a liberal giver to philanthropic work. Nov. 26, 1849, he married Miss Caroline M., daughter of Theodore Field, of Ware, Mass. Mrs. Knapp died Jan. 31, 1854, leaving a son, Henry Eno Knapp. Oct. 31, 1855, Mr. Knapp married Miss Valeria Adams, of Reading, Pa., who survived him with six children, Effie V., William A., John H., Edgar J., Herbert V. R. and Rolla S.

BENJAMIN BRAYTON KNIGHT, manufacturer, Providence, R. I., a native of Cranston, R. I., born Oct. 3, 1813, is a son of Stephen Knight, a worthy farmer. A brief experience in manufacturing was given him in 1831-32 in the Sprague Print Works at Cranston, but after two years he went back to the farm. By 1835, farming had lost its charms and Mr. Knight started a small grocery store in Cranston near the

print works. In 1838, with two partners, he went into the wholesale and retail grocery, flour and grain business in Providence, and, with various partners and sometimes alone, went on until 1849, when the grocery interests were sold. In 1852, Mr. Knight traded a half interest in the flour and grain business for a half interest in his brother Robert's Pontiac Mill & Bleachery. The firm of B. B. & R. Knight, then formed, has since developed into what must now be considered one of the largest cotton manufacturing firms in the world. They now control more than twenty mills, which support the population of sixteen villages, and produce over 75,000,000 yards of cloth a year. The brothers are presidents and treasurers of their several corporations and have been known to clear \$1,000,000 in profits in a specially good year, but of course against such phenomenal gains must be set off the losses of the bad years, the charities of the two brothers, and the sums expended on plant. They own 1,800 houses, and operate several large farms to give employment to villagers not able to work in the mills. It is scarcely necessary to say that Mr. Knight possesses remarkable capacity for management, is clear in his perceptions, sound in judgment and a very progressive and energetic man. He is a director in numerous financial corporations and has been president of The Butchers' & Drovers' Bank since its organization, July 2, 1853. Married in 1842, to Alice W., daughter of Elizur W. Collins, of Johnstown, R. I., he was the father of three children, all now deceased. His wife dying also, Feb. 8, 1850, he married in December, 1851, Phebe A., daughter of Abel Slocum, of Pawtuxet. Two of his children by this wife are living, Alice Spring and Adelaide Maria. Mr. Knight is a Republican, and has been twice a member of the Legislature, and for three years, 1865-67, an Alderman in Providence.

ROBERT KNIGHT, manufacturer, Providence, R. I., born Jan. 8, 1826, in Old Warwick, R. I., a son of Stephen Knight, went into the print works in Cranston, R. I., at eight years of age, and at ten, into Elisha Harris's mill in Coventry, working much of the time, after the fashion of the period, fourteen hours a day at \$1.25 per week. In 1843, his brother Benjamin took him into the grocery store in Providence as a clerk, but the lad's education had been neglected, and so he spent a year and a half in the Pawcatuck academy in Westerly, and taught school for four months in the town of Exeter, R. I. Then he went back to the field of manufacturing, beginning in 1846, as clerk in the factory store of John H. Clark in Arnold's Bridge, now Pontiac, R. I. Later, with a partner, he leased the Clark cotton mill and bleachery for \$5,000 a year, and Oct. 4, 1850, bought the plant for \$40,000. In 1851, Mr. Knight bought his partner's interest, and the next year, Benjamin, his brother, came into the business. Robert Knight has always given his attention exclusively to business affairs, and was made president of The National Bank of Commerce and The People's Savings Bank in 1884, having been an incorporator of the latter, and long been a director of both. He is also interested in other banks, insurance companies and railroads. Of the nine children born to Mr. Knight and his wife, Josephine Louisa, daughter of Royal A. Parker, whom he married, March 5, 1849, five survive, Josephine E., Webster, Clinton Prescott, Sophia and Edith. Robert W., Franklin, Harriet and Royal have passed away.

EDWARD COLLINGS KNIGHT, merchant and sugar refiner, Philadelphia, Pa., born in Camden county, N. J., Dec. 8, 1813, died at his Summer home, Cape May, N. J., July 21, 1892. His first ancestor in this country was Giles Knight, who came in the *Welcome*. Bereaved of his father by death, when the lad was ten years old, Edward

was taught at rural schools, and entered a store in South Camden as clerk. For four years, beginning in 1832, he was a grocer's clerk in Philadelphia, and in 1836 established a grocery store on Second street on his own account, giving his mother an interest in the business. A few years later, he bought an interest in the schooner *Baltimore*, and began the importation of coffee and other products of the West Indies. In September, 1846, he removed to the southwest corner of Chestnut and Water streets and there carried on the wholesale grocery, commission, importing and refining business, first alone and subsequently as E. C. Knight & Co. In 1849, this firm became interested in the California trade, and owned and sent out the first steamer which ever plied on the stream above Sacramento City. This firm also originated the importation of molasses and sugar from Cuba to the United States, and after 1881 when they built a sugar refinery on Delaware avenue, engaged extensively in sugar refining, owning finally two large molasses houses and two large sugar refineries in Philadelphia. This business in the end absorbed their entire attention. Mr. Knight was long identified with large commercial enterprises, and served as a director in numerous financial institutions and railroad companies. It was largely through Mr. Knight's instrumentality that the American steamship line was established, with him as president. He was president also of The Bound Brook Railroad, 1874-92; The Central Railroad of New Jersey, 1876-80; and for twenty years of The North Pennsylvania Railroad. In 1856, the American, Whig, and Reform parties nominated him for Congress, but failed to elect him, but he became an Elector on the Republican ticket in 1860; in 1873, a member of the State Constitutional Convention; in 1882, president of the Bi-centennial association, and one of the most active promoters in the Penn celebration; and in 1883, a member of the Fairmount Park Commission. He was also a member of the Union League club. Mr. Knight was greatly interested in Cape May and owned much property there. In 1859, he designed an improved sleeping car and had it made by Allison & Murphy. The idea was patented by Mr. Knight, who afterward sold it to George M. Pullman. Mrs. Anna M. Knight and Edward C. Knight, jr., survived him.

WILLIAM KNOWLTON, manufacturer of straw goods, a native of Boston, who died at his home at West Upton, Mass., July 18, 1886, at the age of seventy-six, founded what is now the oldest as it is the most extensive industry of its class in America. After the usual apprenticeship in a business calling, Mr. Knowlton entered upon the manufacture of hats and other articles made of straw, and in the early stages of the enterprise had Mr. Stoddard for a partner, and after his death, Capt. William Legg. After the latter's retirement, Mr. Knowlton had no partners other than his sons, Edwin F., George W., Eben J. and Daniel W. Knowlton, who were admitted as they came of age, the firm taking the name of Knowlton & Sons. Unity of action, excellence of the products of the factory, and the adoption of labor saving appliances steadily expanded the business, until the firm enjoyed a trade with every part of the United States. The factory has always remained in West Upton, while the salesrooms and offices have been in New York city. Mr. Knowlton lived on a one thousand acre farm at West Upton, which he stocked and improved in the best manner possible. He had been elected to both branches of the Massachusetts Legislature, and was a member of the State Agricultural Society and an active member of the Unitarian church. The church building in West Upton was presented to the congregation by Mr. Knowlton.

HERMAN HENRY KOHLSAAT, merchant and publisher, Chicago, Ill., a native of Edwards county, Ill., and born March 22, 1853, is a son of Reimer Kohlsaas, an early settler of Illinois, and Sarah Hall, of English birth, his wife, who came to Illinois with her father in 1825. Educated at Galena, Ill., whither his father had removed in 1854, Herman went to Chicago, at the age of twelve, with his parents, and, after further schooling, began life, in 1868, as a bright, energetic cash boy for Carson, Pirie & Co., dry goods merchants. Thereafter, he was successively cashier for the firm and an employé of Richards, Crumbaugh & Shaw, until 1871, travelling salesman for a year for S. H. Harris, safe builder, and for five years for Blake, Shaw & Co., and finally junior partner in the firm last named. His attention having been drawn to the profits of the luncheon and restaurant business, Mr. Kohlsaas took an interest in an established concern in 1880, and, in July, 1883, bought the business, which he developed into the largest of its class, certainly in Chicago, and, possibly in the United States, opening several branch stores and attracting immense throngs of daily customers. He is yet the proprietor of these establishments. In 1891, Mr. Kohlsaas invested a large sum of money in *The Chicago Inter-Ocean*, and took an active part in the management, especially in the business office, until 1894, when his partners and he disagreed on the subject of Presidential candidates. Mr. Kohlsaas, who favored Governor McKinley, offered to buy or sell, and finally sold. In 1892, he re-entered the field of journalism as purchaser of *The Herald* and *The Times* of Chicago, which he united as one paper. He was one of the first directors of the World's Fair in Chicago, and is a member of the Union League club and trustee of Chicago university. In 1880, he married Miss Mabel E., daughter of E. Nelson Blake.

DAVID A. KOHN, merchant, Chicago, Ill., born July 2, 1833, at Yeppenhäusen, a small village in Wurtemberg, Germany, grew up in a poor family, whose forbears had lived for generations in the same neighborhood. He was sent to the village school for a short time and his remaining education was gained by self training. Apprenticed in a dry goods store some distance from home, he worked on a pittance several years for his board, being half starved most of the time. In 1854, he followed his two elder brothers to Chicago, bringing along his parents, then very old. Obtaining a position as a clerk, he learned the customs and language of America and then started a small retail store. By industry and attention to business, he so increased his little savings, that, with his brothers, he was able to start in the clothing manufacturing business at his own risk, under the name of Kohn Bro's. His principle has always been to attend strictly to business, but he has served one term in the Board of Education. He is a large real estate holder, an owner of shares and bonds of the important street railroads, electric companies, etc., and a member of the Standard club and of the Masonic order. Mr. Kohn was married in Chicago to Theresa Levi, March 12, 1861. He is essentially a man of business and family, charitable, honest and loving.

GOTTFRIED KRUEGER, brewer, Newark, N. J., born in Baden, Germany, Nov. 4, 1837, passed sixteen years on a farm, came to America and went into brewing, amassed wealth, became president of a bank, and, in 1890, took a seat on the bench of the New Jersey Court of Appeals, one of the most dignified public positions in the State. This, in brief, is the story of a career scarcely possible elsewhere on earth than in America. His parents were William and Susan Laible Krueger. Gottfried came to America in 1853, the family following him, in 1860, and all locating in Newark. William toiled in one

brewery as a wage earner for four years, then took the place of foreman in another, and by hard work and careful saving was able, in 1875, to start in the same business himself, in Hill & Krueger. Before a year had passed, he had bought his partner's interest, and since then has gone on alone. The plant is now one of the principal industries in Newark. With nothing to keep him down in America, Mr. Krueger has risen steadily, and is now vice president of The State Banking Co., president of The Germania Savings Bank, director of The Germania Insurance Co., and interested in other corporations. He is also president of The Brewers' Association of New York and vicinity. The education of a fellow citizen of foreign birth in the duties of citizenship takes place by installments; and Mr. Krueger has reached his seat on the bench only by first becoming a good American, and then serving as Freeholder, in 1872, member of the Legislature in 1872 and in 1879, Presidential Elector in 1884, and a good Democrat all the time. Married, in 1861, to Miss Catherine, daughter of Joseph H. Harter, a native of Baden, they had seven children, of whom two survive, Gottfried F. and John G. Krueger. Mrs. Krueger died Sept. 3, 1873, and her husband married, April 21, 1874, Miss Bertha G., daughter of John Laible of Newark, by whom he has had five children, four living.

COL. ROBERT B. KYLE, Gadsden, Ala., was born in Leaksville, N. C., in 1826. His father, James Kyle, a merchant and tobacco manufacturer, died in 1836. Robert was educated at Princeton, N. J., and, in 1844, entered the dry goods store of his step father, Joseph Kyle, in Columbus, Ga., being, in 1847, taken into partnership. In 1849, he engaged in business for himself as a wholesale and retail dealer in groceries, but gave up mercantile pursuits, in 1853, for railroad contracting. After building the railroad from Opelika to Columbus, he moved to Cherokee county, and operated a large plantation on the Coosa river. These several ventures placed in his possession considerable capital, and, in 1857, he went into mercantile business again at Gadsden. During the War, he served in the Confederate army, from which he returned, in 1865, to find his fortune wasted, a hundred slaves set free, his debtors bankrupt, and his assets, other than his lands, worthless. With the promptitude and intrepidity of a soldier, he bravely resumed business in Gadsden, only to be again drawn away, in 1869, into railroad contracting. Parts of The Tennessee & Coosa, The Alabama, Great Southern, and other railroads were built by him. He also established the large plant of The Kyle Lumber Co., with two saw mills, at Gadsden, which is yet operated by him. In 1887, with his son-in-law, Capt. James M. Elliott, jr., Colonel Kyle erected the plant of The Elliott Car Co., an enterprise which now employs 350 men, and supplies cars for all the leading Southern roads. In creating the plant of The Alabama Furnace Co., of Gadsden, he was the leading spirit and largest stockholder. Two years later, Colonel Kyle built the Alabama City furniture factory. For thirty-five years, Colonel Kyle has been the presiding genius in all the industrial enterprises of Gadsden, and has built a fortune, step by step, through pluck, brains and enterprise, and, while so doing, has given employment to large forces of mechanics and laborers, and aided greatly in developing the resources of his State. He is a man of untarnished character, and is highly esteemed.

L.

HERMAN LACKMAN, brewer, Cincinnati, O., a native of Thedinghausen, near Bremen, in Germany, born Sept. 15, 1826, died in Cincinnati, June 30, 1890. Lacking the hope of advancement at home, he removed to America in 1847, and, while learning the language of the country, worked first on a railroad near Baltimore, Md., and a few years later, in Cincinnati, O., drove a lumber wagon for a time and later a beer wagon. This certainly was a modest start, but Mr. Lackman managed horses well, possessing a powerful frame and being capable of great labor, and there was something in the man above his calling, and what it was became apparent in 1855, when, by investment of his earnings he became in a small way a brewer himself. Knowing no gateway to success except the one inscribed "hard work," he applied himself diligently to business, rapidly increased his sales, and through sound methods, straightforward conduct and the ability to organize and carry on a large enterprise, he gained a fortune. The establishment he built up was finally incorporated as The Herman Lackman Brewing Co., capital \$600,000. The humane disposition of the man, who had once known hardship himself, made him a generous giver to missions and charity, and he did many kind actions for the relief of distressed humanity. He was at one time a member of the Board of Education, president of The German Protestant Orphans' Home, and trustee of The German Widows' Home. His son, Albert Lackman, is now president of the company, and Henry F. Lackman, vice president.

WILLIAM SARGENT LADD, banker, Portland, Or., who died in Portland, Jan. 6, 1893, was a son of Nathaniel G. Ladd, a physician and farmer, and was born in Vermont, Oct. 10, 1826. He had a fair schooling in Tilton, N. H., spent some time on his father's farm, and, in 1851, crossing the continent to Oregon, he embarked in mercantile business with much success. It was in 1859 that he started the bank of Ladd & Tilton, which yet exists under the management of his sons and which from the start carried on a prosperous business. Probably no one branch of his enterprise yielded a larger return than operations in real estate. He became a large holder of property in Portland and saw his holdings reach a value of more than \$4,000,000 before his death. He was a stockholder in The Portland General Electric Co. and other concerns, and became one of Oregon's foremost citizens. Nothing more need be said to denote the goodness of the man than that he devoted one-tenth of his income to charity and aided actively in building churches and schools throughout the Northwest. He endowed a chair of practical theology in San Francisco in 1886 with \$50,000 and gave several scholarships to the Willamette university. Another trait was his interest in aiding young men to start in business. In 1854, he married Caroline A. Elliot, of New Hampshire, and their five children are William M., Charles E., Helen K., Caroline A., and John W. Ladd. Mr. Ladd left a fortune of about \$8,000,000 to his family.—His son, **CHARLES ELLIOTT LADD**, born in Portland, Or., Aug. 5, 1857, is a graduate of Phillips academy, Andover, and Amherst college. In 1887, he engaged in business as secretary of The Portland Flouring Mills Co., and in 1893, became a member of the banking firm of Ladd & Tilton. He is a member of the Grolier and University Athletic clubs of New York city.—**JOHN WESLEY LADD**, son of William S. Ladd, born in

Portland, Or., Jan. 3, 1870, gained his education in Amherst college, and, in 1893, he was admitted to partnership in Ladd & Tilton, with which he has ever since been actively connected.—**WILLIAM MEAD LADD**, son of William S. Ladd, born in Portland, Sept. 9, 1855, attended Phillips academy, Andover, and graduated from Amherst college in the class of 1878. As a clerk he learned all the routine of banking and was admitted to the firm of Ladd & Tilton in 1880, being now the senior partner. In 1890 Mr. Ladd accepted election to the Oregon Legislature. A refined taste has led him to join the Grolier club of New York city.

ARTEMUS LAMB, lumberman, Clinton, Ia., originated in Bradford, Steuben county, N. Y., son of Chauncey Lamb, a farmer and lumberman. He descends from Thomas Lamb, who arrived in America from England with Winthrop in 1630, and, through his mother's line, from French Huguenots, who sought a refuge in Ulster county, N. Y., before the American Revolution. Born, Sept. 11, 1840, and removing with the family to Carroll county, Ill., in 1844, to Williamsport, Pa., in 1851, and to Clinton, Ia., in 1856, he was brought up on a farm, and at an early age went to work in his father's saw mill and lumber yard. In 1865, he became a partner in Clinton in the now well known firm of C. Lamb & Sons, whose active labors during more than thirty years have made them proprietors of large saw mills in Clinton and loggers on an extensive scale in the forest regions to the northward. Their rafts of logs are floated down to Clinton, on the Mississippi river, and are there sawed into lumber and shipped to market both by river and the railroads which center in the city. Mr. Lamb is president of The Shell Lake Lumber Co., which owns pine timber lands and saw and planing mills at Shell Lake, Wis.; vice president of The Mississippi River Logging Co., headquarters at Chippewa Falls, Wis.; director in The White River Lumber Co. and The Mississippi River Lumber Co.; an owner in The Ann River Logging Co. of Stillwater, Minn.; and president of The People's Trust & Savings Bank of Clinton. He belongs to the Wapsipinnicon club and the Sons of the Revolution, and, owing to his marriage with Henrietta S. Smith, in Clinton, Oct. 11, 1865, he is the father of five children, Emma R., Garrette E., James D., Clara A. and Burt L. Lamb.

THOMAS M. LANAHAN, lawyer, now of Baltimore, Md., was born in Rockingham county in the Valley of Virginia, in the later part of the year 1828. His ancestors came from Ireland. His grand uncle having settled in Virginia in 1770, and having accumulated considerable fortune, and having no children, invited his nephew and niece, the father and mother of the subject of this sketch, to come to this country, which they did in 1812. They inherited the large estate of their uncle, who died in the eighty-fourth year of his age. Mr. Lanahan's father was Thomas Lanahan and his mother's maiden name, Margaret Conklin. They settled in Rockingham county and had a family of nine children, three sons and five daughters, four of whom are still living. Of the three sons, John became a minister of the Methodist Episcopal Church and attained to great eminence as a public speaker and theologian. He is now a member of the General Conference of that organization recently assembled at Cleveland, O., and has been elected to every General Conference of the Methodist Episcopal Church for the last thirty years. William entered into mercantile pursuits in Baltimore and achieved success and a large fortune as a merchant. He died in 1867, leaving seven children, four daughters and three sons, the latter of whom have been eminently successful as merchants.



J. M. Lanahan

The subject of this sketch, the youngest of the nine children, came to Baltimore in 1840, being then in his twelfth year, and having been educated primarily in the schools of that city, entered Dickinson college at Carlisle, Pa., in 1843, and after prosecuting his studies in that institution for some time was transferred to St. Mary's college, Baltimore, where he graduated with distinction in 1847, at the early age of nineteen. Immediately after graduation, he entered the office of Charles H. Pitts, a distinguished lawyer of the Baltimore bar, and in the latter part of 1849, was admitted to practice in the Maryland courts as an attorney at law, and immediately began the practice of his profession.

Mr. Lanahan very soon attained great prominence in the law for so young a man, as he was retained almost from the start in cases of magnitude and importance. The result of his early professional life was tersely summed up by an old and distinguished lawyer of the Maryland bar, in an article entitled, "Biographical Sketches of the most distinguished Lawyers of the State," published in *The Baltimore Gazette*, Dec. 22, 1877, in which he says: "One of the most successful lawyers of my day has been Thomas M. Lanahan. He commenced life without advantages of much fortune, though favored with an elaborate education received at Dickinson and St. Mary's colleges. By industry and diligent attention to the interest of his clients, his practice has yearly increased and for twenty years past has equalled that of any other member of the bar."

Since the foregoing was published, Mr. Lanahan's practice has steadily grown in magnitude and importance, and there is probably no lawyer at the Maryland bar, to-day, who has so large an income or a more devoted clientage.

From the commencement of his career, he has studiously avoided politics, other than taking a deep interest at all times in the public questions of the day, and, at all times ardently endeavoring to promote the interest of his friends who have a taste and inclination for official public life. The only departure Mr. Lanahan ever made from his settled purpose to avoid official political life was in 1860, when, from a close personal friendship and intimacy with the late Stephen A. Douglas, he consented to enter into the Presidential campaign of that eventful period, and went as a delegate from Baltimore to the Charleston Convention, now famous in our history, and where, from first to last, he adhered, with his accustomed firmness, to the fortunes of that distinguished statesman, whose nomination and election would have possibly prevented the great War of the Rebellion.

In December, 1849, he married Matilda, the daughter of Joseph and Rosina Passano, who died on the 16th of March, 1894.

Mr. Lanahan's life has been preëminently a busy and useful one, and at his home, located in the most handsome part of the city, he is surrounded with the choicest treasures of art and has one of the finest libraries of science and literature, of which he has always been an omnivorous reader, regarding his books as the most delightful companions of his life.

His career, and the large fortune he has amassed by personal effort and work, teach a lesson to be remembered by those who propose dedicating their lives to the study of the law, and illustrate the fact that there is no profession in this country that does not offer distinguished honor and great reward to those who seek them with a steady purpose and determined energy—such as has characterized his life. He may be taken as one example of the success of the college man in business.



James R. Langdon

JAMES ROBBINS LANGDON, a conspicuous merchant and financier of Vermont, was a type of the best manhood of New England and by incessant activity, strength of character, and fertile intellect, became a leader in the affairs of his State. Born in Montpelier in that State, Oct. 3, 1813, he died at his home there, suddenly, of heart failure, Sept. 20, 1895.

Mr. Langdon was self made in an important sense. He was not born to poverty, but he made a notable use of powers inherited from an excellent ancestry and by strength of will, assiduity, and eminent purity of character rose to great influence. James Hooker Langdon, his father, a native of Farmington, Conn., married in 1809 Nabby Robbins, and in 1803 settled in Montpelier, Vt., where he gained what was then a fortune as flour miller, merchant, and principal owner and president of the old Bank of Montpelier. An incident is related which denotes his largeness of character and the affectionate esteem in which he was held. Upon retiring from business, he placed obligations which were due him to the amount of \$100,000 in the hands of a confidential attorney, with instructions to collect if practicable, but neither to sue nor distress the debtors. While many of the latter failed in business eventually, yet every one of the debts was paid. "On the eve of their failures," says *The Vermont Historical Magazine*, "the debtors would come privately to the agent, and with the remark 'Colonel Langdon had been too good to them to be injured,' voluntarily placed in his hands the fullest securities they had it in their power to offer."

Mr. Langdon could boast of lineage from leading spirits of the days of American colonization. Among his English ancestors in America were: John Brown (1584-1662), member of the Council of War of Plymouth and Commissioner of the United Colonies; Capt. Richard Brackett (1610-1690), Deputy to the General Court of Massachusetts; Capt. Thomas Willett (1610-1674), successor to Myles Standish in the Plymouth colony as Captain of the militia, and first English Mayor of New York city; Lieut. Edward Winship, Deputy to the General Court of Massachusetts, and Capt. John Stanley (1624-1706), a valiant soldier of King Philip's War. Something of the courage and determination of these early pioneers revealed itself in the nature of James R. Langdon.

The subject of this memoir was educated in the grammar schools of Montpelier, and, at the threshold of his career, felt a strong inclination to engage in his father's flouring industry, but his father discouraged the attempt. Mr. Langdon was fond of relating, in later years, the manner in which he actually made his start. While yet a mere youth, with capital borrowed from his father, upon the promise of half the profits, he began to buy Spanish shillings, then circulating in New England, and shipped them to Canada, where they sold for 8 cents premium each. Mr. Langdon scoured New England and New York for Spanish shillings, and, before the supply had been exhausted, had cleared \$3,400 in profits, which he divided with his father.

An accident to Mr. Langdon in early life made him permanently lame. A flash of lightning frightened the horse he was riding, and he was thrown violently down an unprotected embankment. Mr. Langdon never fully recovered the use of his hip, but his mind was too vigorous to permit this to interfere with his success in life.

On the death of his father, Mr. Langdon, at the age of eighteen, was entrusted with the settlement of his father's estate. Later, he developed an important undertaking in the management of the flour mills on the Berlin side of the Winooski river,

located upon the site of the present Colton Manufacturing Co. For twenty-five years, Mr. Langdon carried on a flouring business, which he promoted with so much energy as to attain a production of two hundred barrels a day. He became the largest miller in northern New England. Mr. Langdon bought his own wheat in the West and shipped it to Vermont direct, and, under the brand of the "Berlin Mills," found a market for it in every part of New England. These mills maintained themselves against the growing competition of the West by means of advantageous freight contracts, and Mr. Langdon retired from the business before it became unprofitable.

Mr. Langdon associated himself with long and successful labors for the development of the financial and material interests of his State. He was a director at the age of twenty in the old Bank of Montpelier, and its master spirit before the Civil War. Owing to differences with his associates, he organized The State Bank of Montpelier, but merged it a few years later in the reorganized Bank of Montpelier, which became a national bank in 1865. Until the end of his days, he remained president of this strong and well conducted institution. In the development of transportation enterprises, especially in The Vermont Central Railroad, he was an active factor. At a time of financial peril, Mr. Langdon virtually placed his fortune at the service of the company and as financial manager of the road, weathered the crisis successfully, and brought the corporation out of its troubles. In 1876, he was made vice-president of The Central Vermont Railroad, which in 1873 succeeded the old corporation, and thereafter until his death was vice president and chairman of the financial committee. No one in Vermont was better fitted than Mr. Langdon for large undertakings. He was president of The National Car Co. and The Burlington & Lamoille Railroad, director in The Langdon Manufacturing Co. and The Ogdensburg Transit Co., and a tower of strength in all these enterprises by reason of his large means, sound advice, and firmness of mind, coupled with calmness and courtesy of manner and far seeing judgment.

Through The Langdon Granite Co., named after him, he held a large interest in excellent quarries in Barre, Vt., and he helped establish The Granite Savings Bank & Trust Co. in Barre. In Poultney, Vt., important slate quarries belonged to him, and the great electric light and power plant at Carver's Falls, including a dam which cost \$75,000, was one of his properties. Few men in Vermont so fully permeated the State with their activity. The wife of an ex-Governor of Vermont, writing to Mr. Langdon's daughter, said: "Your father must have been quite a wonderful man to have led the van in Vermont finances so long; a masterful man he must have been, to have been authority in business circles so long. Here, in the Green Mountain State, success is attained by the hardest and slowest processes. There is no such thing as sudden fortune here. Luck is not a State quality. I have always heard your father's name quoted as the synonym of good judgment."

Mr. Langdon could not serve his country in the field during the Civil War, but the services which he rendered in the hour of peril are a part of the history of the State. He was exceedingly active in the enlistment of volunteers, and his energy and loyalty, his subscription to expenses and unbounded confidence in the success of the Union, constitute one of the most creditable chapters of his long and honorable life. He did not seek the responsibilities of public office, but when they were entrusted to him he discharged the trust conscientiously. The Republicans of Montpelier elected him a Representative in the Legislature for the term of 1868-69, and his labors there indi-

cated breadth of mind and intelligent comprehension of affairs. In 1880, he transferred his legal residence to his farm in Berlin across the river, and, while retaining a handsome residence on Main street in the city, Mr. Langdon used to go regularly to the farm on the first of every March, and, in 1892, represented Berlin in the Legislature.

The married life of Mr. Langdon was a happy one and in the intimacy of the family circle, his nobility of nature was especially manifest. His wife was Lucy Pomeroy Bowen. They were married in Middlebury, Vt., Dec. 22, 1836, and became the parents of Lucy Langdon, wife of Francis Schroeder, and Elizabeth Whitcomb Langdon.

Careful attention to health and temperate living prolonged the days of Mr. Langdon beyond the Scriptural limit, and seemed to defy the advances of old age, his mind retaining its acuteness and his body its physical activity to the end. Never for a moment did he relax his keen attention to affairs, and future enterprises were occupying his busy brain when death intervened. No sketch of Mr. Langdon would be complete without reference to his repeated gifts to charity and to his unfailing public spirit. He was a gentleman of spotless character, the soul of honor in every transaction, staunch to friends and country, positive in his convictions, and yet genial, indulgent and unassuming, and a loving husband and father. His death was an occasion for unfeigned sorrow in Vermont. When his friend, Thomas W. Wood, once president of the National Academy of Design, presented a collection to the Gallery of Fine Arts in Montpelier, Mr. Langdon was named as one of the trustees, and was naturally selected as president of the Board. An excellent portrait of Mr. Langdon had been painted by Mr. Wood, who hoped to give his friend the pleasant surprise of presenting it to him, but death frustrated Mr. Wood's generous intention; and the portrait was presented to the trustees of the Thomas W. Wood collection, by the artist himself, a week after Mr. Langdon's death, in the presence of a large gathering of people. D. M. Spence, secretary of the Young Men's Christian Association, removed the veil.

JAMES BOON LANKERSHIM, banker, Los Angeles, Cala., is the son of Isaac Lankershim, by birth a Bavarian, who emigrated to the United States in 1837 and to California in the early days, becoming a farmer and dying, in 1882, a man of fortune. James B. Lankershim was born in 1850, near St. Louis, Mo., and after receiving his education, followed his father to California. He lived in San Francisco until 1871 and then joined his father on a large farm in Fresno county. The senior Lankershim became in course of time one of the large land owners and wheat growers of the State, and, having finally sold some of his property and concentrated his interests in Los Angeles county, he organized The Los Angeles Farming & Milling Co. in 1874, to operate the ranches. The land is well situated, fertile, and valuable, and would probably now sell for \$3,000,000. James lived on the San Fernando ranch until 1877, and then made Los Angeles his home. He inherited property from his father, is a large owner in The Farming & Milling Co., has large real estate interests in Los Angeles, and is president of The Main Street Savings Bank & Trust Co., which institution he manages with ability and success.

CHARLES BRIGDEN LANSING, the largest tax payer in Albany, N. Y., was a native of that city, being born July 4, 1809. He died in Albany, Dec. 1, 1890. Gerrit Y. Lansing, his father, is well remembered as a lawyer, Congressman and Chancellor of the Regents of the University of the State. With a good education at Williams

college, followed by study of the law, Charles B. Lansing entered the world of affairs as a lawyer, like his father, and through the favor shown to a family which bore so good a name and his own marked talent, he rose to an important and profitable practice. Dutch by descent through both branches of his family, he inherited thrift as well as means, and, as an iron manufacturer and a share holder in several different enterprises in Albany, gradually amassed wealth. No other man in the city owned so much real estate as he. Three companies in which he was a director were The New York State National Bank, The Albany Insurance Co., and The Commerce Insurance Co. His wife, two sons and a daughter survived him.

ROBERT LANYON, zinc smelter, Pittsburgh, Kan., founder of the leading industry of the town, was born in the parish of St. Allen, Cornwall, Eng., Aug. 27, 1829, son of John and Margaret Lanyon, farmers. John Lanyon and his wife never came to America, but of their nine sons and five daughters, seven sons and two daughters are now here. Robert Lanyon passed his boyhood in farming and study at Union Place academy, Truro, until, beginning at the age of sixteen, as an apprentice, he learned the trade of millwrighting and the making of farm machinery, to which he owes all his subsequent success. Frugal, industrious and thorough from the start, he made good progress, and in 1851 emigrated to America, becoming a citizen as soon the laws would permit. After many years of labor, he removed to Pittsburgh, Kan., from Mineral Point, Wis., and in 1877 established works for smelting the ores of the zinc mines of Jasper County, Mo. which adjoins the county of Crawford, Kan., on the east. The existence of mines of excellent coal near Pittsburgh made the smelter possible. In busy times, as many as a thousand men are employed at these works. Mr. Lanyon is the proprietor of a zinc smelter at Nevada, Mo., both concerns being conducted by the firm of Robert Lanyon & Co. He is also a large owner in The Lanyon Zinc Oxide Co., in Waukegan, Ill., and possesses real estate in England. While opposed to secession during the War, he is not active in politics and has never held office, but is a member of the Union League. His wife is Mary Curnow, formerly of Ludgrave, Cornwall, Eng., whom he married at Mineral Point, Wis., Dec. 28, 1855. His children are Robert H. and William Lanyon.

HENRY ALEXANDER LAUGHLIN, manufacturer, Pittsburgh, Pa., was born in Pittsburgh, Dec. 12, 1838.

His father, James Laughlin, was born in County Down, Ireland, and, at the age of twenty-one years, in 1827, came to the United States and located in Pittsburgh. He was president of The Pittsburgh Trust Company from the time it was founded until its reorganization as The First National Bank of Pittsburgh, of which institution he continued to be president until his death. About the year 1856, he engaged in the iron business with Benjamin Jones, and, a few years later, the firms of Jones & Laughlins and of Laughlin & Co. were organized. In 1837, he married Ann Irwin, daughter of Boyle Irwin, one of the early settlers of Pittsburgh. His death occurred in Pittsburgh, Dec. 18, 1882.

Henry A. Laughlin is a graduate of Brown university, class of 1860. After leaving college, he entered the iron works of Laughlin & Co., and, after acquiring a knowledge of the business, became general manager. The firm, in 1860, purchased iron ore lands in the Lake Superior region and coal property in the Connellsville field, and were pioneers in the smelting of iron from the rich Lake Superior ores with Connellsville coke.

Mr. Laughlin was married, Sept. 10, 1860, to Alice B. Denniston, a grand daughter of John Thaw, of Pittsburgh. Three children born to them are living, James B., Anne Irwin and Edward R. Laughlin. His wife died in 1873, and, in 1876, he was married to Mary B. Reed, daughter of Colin M. Reed, of Washington, Pa.

Mr. Laughlin is largely interested in The Pittsburgh & Lake Angeline Iron Mining Co. of Michigan; is a director in the firm of Jones & Laughlins, Limited; president of The Vesta Coal Co.; president of The Monongahela Connecting Rail Road Company, and chairman of Laughlin & Co., Limited.

He is a member of the Pittsburgh and Duquesne clubs, and of the Atlantic Yacht club of New York city, and is also a member of the Society of the Sons of the American Revolution.

AMOS ADAMS LAWRENCE, manufacturer, Boston, Mass., son of Amos Lawrence, one of the founders of the famous manufacturing firm of A. & A. Lawrence, was born in Boston, July 31, 1814, and died at his Summer home in Nahant, Mass., Aug. 22, 1886. After graduating from Harvard college in 1835, he turned the first furrow in a business career as clerk for Almy & Patterson, with whom he remained one year. Then, he travelled abroad and subsequently became a partner in the commission dry goods house of Lawrence & Stone. Large interests in cotton factories came to him by inheritance from his father, and his own operations as a merchant increased his substance. At the time of his death, the firm of which he was the head were agents for The Cocheco Co., The Pacific Mills, The Salmon Falls Co., and perhaps for other concerns. Mr. Lawrence took considerable interest in the development of Wisconsin; and the town of Appleton was so named, as a compliment to him and to his father in law, William Appleton. An ardent protectionist for the sake of his factories, Mr. Lawrence was an Abolitionist for the sake of his country. It was he among others who sent so many liberty loving colonists to Kansas from New England; and The Emigrant Aid Association, of which he was treasurer, was sustained in part with his money. To John Brown, in the days of the Kansas troubles, he gave ample and substantial help; and it is a just tribute to his memory that the city of Lawrence, Kan., was named in his honor. Lawrence hall in Cambridge, which he built, and Lawrence university in Appleton, Wis., also derived their names from him. Mr. Lawrence was identified with many benevolent and educational corporations, being once treasurer and, after 1880, overseer of Harvard college, and for some time treasurer of the Episcopal Theological School of Cambridge. Mrs. Sarah E. Appleton Lawrence, now a resident of Brookline, and several children survived him.

FRANCIS W. LAWRENCE, banker, born in New London, Conn., Nov. 21, 1821, died there, July 28, 1895. A son of the late Joseph Lawrence, a native of Venice and an old time whaling and sealing merchant, the comfortable means of the family enabled him to graduate from Yale college in 1840. With his brother, Sebastian D., who is yet living, he succeeded in the business of his father's firm of Miner & Lawrence, which had been established about 1835, and carried it on for probably forty years, most of the time as Lawrence & Co. The firm were the last in the city to give up an industry for which New London had long been famous. For convenience in investment, the firm name has been retained to this day. Through his own earnings and an inheritance from his father, Mr. Lawrence became one of the richest men of his city. His brother, Sebastian, and he were the largest stockholders in The Whaling Bank of New London,

and the proprietors of Lawrence Hall, for many years the principal amusement house there. About seven years ago, Mr. Lawrence travelled extensively through Europe, undergoing special treatment for asthma in the south of France, having suffered with that disease for thirty years. He was possessed of business ability and good judgment. He never married, but lived with his brother, also a bachelor.

GEN. SAMUEL CROCKER LAWRENCE, distiller, Boston, Mass., son of Daniel and Elizabeth Crocker Lawrence, is a native of Medford, Mass., famous for the military spirit of its inhabitants in the American Revolution and as the seat of the manufacture of Medford rum. The distillery in Medford has belonged to this family for generations. The subject of this sketch was born in November, 1832. Harvard college, class of 1855, bred him to scholarly and gentle ways and for two years he helped as a partner to carry on the banking house of Bigelow & Lawrence in Chicago. But his father wished him to return to Medford, which he did, becoming a member of Daniel Lawrence & Sons. Upon the death of the father, Mr. Lawrence succeeded to the business, of which he is now sole proprietor and which is yet carried on under the old firm name. Daniel Lawrence & Sons have always commanded almost unlimited credit in business transactions. While the ancient distillery in Medford, now of course improved, is maintained, a branch of the business has been established in recent years in South Carolina. Mr. Lawrence is the owner of considerable real property and trustee of various large estates. Early in life, he went into the Massachusetts militia and at the breaking out of the Civil War was Colonel of the 5th Mass., one of the first regiments to volunteer for service under the original call for troops. Governor Andrew appointed him a Brigadier General in 1862. He resigned in 1864, after three years of active and meritorious service in the field. A commission in the regular army was at one time offered to General Lawrence, but he declined it. April 28, 1859, he married Caroline Rebecca, daughter of the Rev. William and Rebecca Taylor Badger, and has two children, William Badger and Louise Lawrence.

VICTOR FREMONT LAWSON, Chicago, president and sole owner of *The Daily News* and *The Record*, was born in Chicago, Sept. 9, 1850, and educated in the local public schools and at Phillips academy in Andover, Mass. Mr. Lawson purchased *The Chicago Daily News* in July, 1876, six months after it was founded, and has been continuously engaged in the publication of this newspaper and of *The Chicago Record*, an evening edition, to the present time. He has never held political office but has been president of The Associated Press and a member of the Union League, Chicago Union, Fellowship, and Athletic clubs of Chicago. Mr. Lawson is conspicuous for enterprise and wields a potent influence in affairs.

HENRY CHARLES LEA, LL.D., publisher and historian, Philadelphia, Pa., was born in that city, Sept. 19, 1825. His father, the late Isaac Lea, was a Friend, husband of Frances Ann Carey, and a book publisher, of the old house of M. Carey & Sons, a student of natural history and a conspicuous authority on that branch of natural science which relates to conchology and fossils. His collections were large and his scientific books of great value. John Lea, the immigrant, accompanied William Penn to America on the latter's second visit. Matthew Carey came in 1784, and founded the house, which is yet carried on by the fourth generation as Lea Bro's & Co. Henry C. Lea began business life at seventeen as a clerk in the publishing house, then conducted by Lea & Blanchard, and continued active in its affairs until his retirement in

1880. From early life, the natural sciences excited a strong fascination upon Mr. Lea, and he prosecuted the study of them for many years, publishing several works of his own on chemistry and conchology. Since retirement, he has been occupied with the care of investments and with historical research. Among other volumes, he has written "Studies in Church History," second edition in 1883; "Historical Sketch of Sacerdotal Celibacy," second edition in 1884; "History of the Inquisition in the Middle Ages," three volumes, 1888; "Chapters from the History of Spain," 1890; "Formulary of the Papal Penitentiary," 1892; "Superstition and Force," fourth edition in 1893; and "History of Auricular Confession and Indulgences," three volumes, 1896. At present, Mr. Lea is engaged upon a "History of the Spanish Inquisition," largely based on original documents. During the Civil War, he strongly supported the cause of the Union, and was the author of a system of municipal bounties to encourage enlistments. Mr. Lea is in receipt of an income which enables him to gratify his scholarly tastes to the uttermost. He has been identified with many political movements in his city looking toward reform, belongs to numerous learned societies in America and Europe, and has been made a Doctor of Laws by Harvard university and the University of Pennsylvania. In 1850, he married Anna C. Jaudon, whose ancestors fled from France at the revocation of the Edict of Nantes. They have four children.

HENRY BROCKHOLST LEDYARD, railroad president, Detroit, Mich., is the son of Henry Ledyard, lawyer, and was born in Paris, France, Feb. 20, 1844. His mother was Matilda, daughter of the Hon. Lewis Cass. The grandfather of Mr. Ledyard was Minister to France, and his father was Secretary of Legation in Paris, 1839-45, and were descended from the family of that name in Connecticut. Colonel Ledyard, killed at the storming of Fort Griswold by the British troops, during the American Revolution, was his great uncle. Through his father's line, he traces descent also from Judge Brockholst Livingston, aid to Gen. Alexander Hamilton during the Revolution, and later, Justice of the Supreme Court of New York. Major Johnathan Cass, a Major in the American Revolution, was an ancestor of his mother.

With a preliminary education, Mr. Ledyard entered the Military Academy at West Point, and after graduation served as First Lieutenant in the 4th U. S. Art. from 1865 to 1870. Retiring from the army in January, 1870, he entered the engineering department of The Northern Pacific Railroad and has ever since devoted his life to railroads. July 1, 1870, he entered the service of The Chicago, Burlington & Quincy Railroad as a clerk in the office of the superintendent in Chicago, and two years later became assistant superintendent of the Eastern division. In 1873 and until October, 1874, he served as division superintendent, and then accepted the position of assistant general superintendent and chief engineer of The Michigan Central Railroad. Mr. Ledyard then established his home in Detroit. Diligent attention to the interests of his road, unsparing labor, and a capable mind led to his rapid advancement, and in 1875 he was made general superintendent of The Michigan Central; in 1877, general manager, and in May, 1883, president of the company, a position he yet retains. Mr. Ledyard is in the prime of life, and ranks as a sagacious and successful railroad president.

Oct. 15, 1867, Mr. Ledyard married Miss Mary, daughter of S. S. L'Hommedieu, builder and president of The Cincinnati, Hamilton & Dayton Railroad, one of the most prominent men of Ohio. Mrs. Ledyard died March 30, 1895. Four children survive her, Matilda Cass, Henry, Augustus Canfield and Hugh Ledyard. Mr. Ledyard

occupies a high position socially, and is a member of the Detroit club of Detroit, the Chicago club of Chicago and the Knickerbocker club of New York, and, by virtue of the services of several ancestors, of the Sons of the American Revolution, of whose Michigan Society he is president.

EDWARD BARNES LEISENRING, coal miner, Philadelphia, Pa., born in Ashton, now Lansford, Pa., March 8, 1845, died in Hamburg, Germany, Sept. 20, 1894. About 1751, Johann Conrad Leisenring, born June 29, 1727, in Germany, migrated to America and settled at Whitehall, Northampton county, Pa., and his oldest son, Conrad became the ancestor of all the Leisenring families of Lehigh and Carbon counties and great grandfather of the subject of this memoir. Trained to a profession in the Polytechnic college in Philadelphia, Edward B. Leisenring entered, when seventeen years of age, the service of The Lehigh Coal & Navigation Co., of which his father, John Leisenring, was general superintendent, and received rapid promotion. Later, he had the spirit to engage in mining operations at Audenreid for The Lehigh & Wilkes-Barre Coal Co., on his own account, working the mines under contract. In this venture, he made considerable money.

During 1877-84, he operated the mines of The Honeybrook Coal Co. under contract, taking out about 500,000 tons yearly. By reason of his driving disposition, he soon became a man of large resources and identified with many coal, iron and steel enterprises in his State and elsewhere.

At his death, although only forty-nine years of age, he was president of The Lehigh Coal & Navigation Co., which owns large and important mines; president of The Upper Lehigh Coal Co., one of the most profitable in the anthracite counties, The Mid-Valley Coal Co., The Moosic Mountain Coal Co., and The Virginia Coal & Iron Co.; a director of The Alden Coal Co., The Mount Jessup Coal Co., The Albert Lewis Lumber & Manufacturing Co., The Pioneer Mining & Manufacturing Co. of Alabama, The Bethlehem Iron Co., and The Nescopeck Coal Co.; treasurer of The Silver Brook Coal Co., and a large owner of the securities of the United States, The H. C. Frick Coke Co., The Lehigh Valley Railroad, The Pennsylvania Railroad, and about forty other corporations and banks, as well as a partner in Leisenring & Co., J. S. Wentz & Co., Thomas M. Righter & Co., and J. F. Brink & Co. So many of his companies were profitable, that Mr. Leisenring amassed a fortune of several million dollars. He was also president of The First National Bank of Mauch Chunk. Most of Mr. Leisenring's life was spent in Mauch Chunk and vicinity, but when he became president of the Navigation company, he moved to Philadelphia, where he established a comfortable home and where he was greatly honored socially. Miss Middleton, his first wife, and their two children died many years ago. In March, 1892, Mr. Leisenring married Miss Anna W. Wickham of New York. Besides his wife and an infant daughter, Mary W., and a son, Edward Barnes, the latter born shortly after his father's death, John Leisenring, a brother, and Mrs. J. S. Wentz, a sister, survived him.

It can easily be understood from the variety of his interests that Mr. Leisenring possessed more than ordinary ability, energy, thoroughness, and good judgment. He was a man of commanding presence and always a hard worker. He was modest, prompt, tenacious and generous, and a large contributor to charity. The failure of his health was finally due to incessant labor.

LEVI ZEIGLER LEITER, one of the pre-eminently successful men of Chicago, Ill., and, for years, a member of its leading mercantile firm, is the descendant of an old Calvinistic Dutch family, which came to this country about 1800 and settled in Washington county, Md. Here the subject of this sketch was born, in 1834, in the town of Leitersburg, founded by his ancestors. Mr. Leiter was well educated, and began business life in the same branch as that which afterward made the foundation of his fortune, although the general store of a country town seems a trifling and dingy antechamber to the great edifice, which afterward grew to proportions never dreamed of by its founder.

In 1853, he turned his face westward, first stopping in Springfield, O., where he entered the store of Peter Murray, a prominent merchant, and remained one year. Not finding Springfield the desired field, Mr. Leiter pushed on to Chicago, arriving there in the Summer of 1854, and entered the employment of Downs & Van Wyck, where he remained until January, 1856. He then entered the wholesale house of Cooley, Wadsworth & Co., in which he continued through its various changes, until Jan. 1, 1865. Upon that date, Marshall Field, who had entered the house at the same time as Mr. Leiter and, with him, had secured an interest in the business, in consideration of their valuable services, joined Mr. Leiter in selling their interest to John V. Farwell, and they purchased a controlling interest in the business of Potter Palmer, which was continued for two years, as Field, Palmer & Leiter, and then as Field, Leiter & Co., until Jan. 1, 1881. Of temperate habits and strong physique, with great power of application and endurance, Mr. Leiter was enabled to execute a quantity of work, which would have killed an ordinary man, and, by the exercise of rare intelligence and methods based upon the soundest principles, the business was rapidly increased, until it occupied the leading position in the whole West.

Having large real estate and other interests and longing for freedom from the daily duties of an exacting business, Mr. Leiter sold his interest to his partner, Jan. 1, 1881, in order to devote more of his time to his family and to travel and his library, which is one of the best private collections in the United States.

His retirement from the laborious business of a merchant did not mean the cessation of work, however, but only increased liberty in choice of occupation and in the disposal of his time. After that he felt free to come and go, to educate his family by travel as well as by scholarly training, to accumulate a magnificent library and to increase his own knowledge of art, science and letters, especially the branches connected with the well-being of the commonwealth.

Private interests have not engrossed his time to the exclusion of the claims of the country on its citizens of all grades. He recognizes the fact that duties increase with means, and that the obligation to what is called "public spirit" falls heaviest on those who have most power to bear it. He has not been a laggard in the performance of public tasks.

Mr. Leiter has never sought or held a public office, but from boyhood has been a diligent student of politics in its highest sense. No one has a wider range of intelligence than he concerning the principles of government and concerning legislation which would affect the welfare and industries of our country.

For many years, Mr. Leiter was a director of The Chicago Relief & Aid Society, and gave much time and patient study to the wise distribution of charity; and, not only

in this enterprise but in all intelligently directed charities, he has been an honest worker and a liberal contributor, when he could be convinced that money and time would produce more good than harm. The American Sunday School Union has always been one of his favored instrumentalities of good. With a keen insight into the springs which lie behind human action, he has never courted popularity, but preferred, at all times, in speech and action, to do his whole duty to his fellow man and the community in which he lived.

In the rebuilding of Chicago, after the fire of 1871, Mr. Leiter took an active and important part. He has erected many handsome buildings in the business district, and is yet engaged in extensive building operations.

In all which goes to advance the social and educational as well as the business interests of Chicago, Mr. Leiter has been a moving spirit. He was first president of the Commercial club, and is now a leading member of the Iroquois, Chicago, Calumet, Union, Washington Park and Union League clubs. Mr. Leiter took an active interest in the re-organization of The Chicago Historical Society after the great fire, and contributed liberally to its building fund and the purchase of books. The debt which had hampered the society was also lifted, by the co-operation of Mr. Leiter with Mark Skinner, E. H. Sheldon, D. K. Pearson, S. M. Nickerson, Thomas Hoyne and others. Mr. Leiter was also the president of The Chicago Art Institute in 1885, succeeding George Armour, its first executive. For many years, in fact, ever since its organization, he has been a heavy stockholder in The Illinois Trust & Savings Bank and is now one of the directors. The Columbian Museum received from him the handsome gift of \$100,000.

After the great fire of 1871, when everyone was damaged by the loss of insurance capital, Mr. Leiter was instrumental in inducing The Liverpool, London & Globe Insurance Co. to re-establish its agency in Chicago, and to make this one of its departments, thus giving confidence to other reliable companies to re-establish their business in the city and enable business men to protect themselves against the hazard of fire.

Socially, Mr. Leiter's family is always among the leaders, whether in Chicago or in Washington, where they have spent most of their time in late years. His children are, Joseph, Mary, Nancy and Marguerite.

JOHN THOMAS LENMAN, merchant and property owner, Washington, D. C., was born in that city, Aug. 27, 1822, and died there, March 17, 1892. The Capital of the United States, as the visitor sees it to-day, with its broad and well paved streets, its charming homes and noble public edifices, is in large part the result of the labors of a few enterprising and public spirited men, who have co-operated with the Federal government to make Washington a more and more attractive place of residence. One of these men was the subject of this memoir.

Mr. Lenman was of English ancestry and, on his mother's side of the family, of the lineage of one of three brothers, Simms, who came to America early in the eighteenth or late in the seventeenth century, a branch of the family of Lord Simms. The parents of Mr. Lenman were property holders in Washington, but the father died while John was a youth, leaving a widow with five small children to support upon a limited income. After an education in the local schools, therefore, love and duty both served to send John T. Lenman promptly into the world of active life. He began as boys must begin, as a clerk, and after a proper training in mercantile affairs, then entered the lumber business with two of his brothers. The partners were earnest and prac-

tical young men and made excellent progress. When the brothers died, Mr. Lenman succeeded as sole proprietor of the business. His career was very successful, the rapid growth of Washington greatly facilitating his labors, and he retired from the lumber trade in 1863 with a small amount of capital.

After 1863, Mr. Lenman gave his attention mainly to real estate operations. The planning and building of dwellings and offices was his greatest pleasure. Foreseeing the importance of New York avenue, at its junction with Pennsylvania avenue and Fifteenth street, Mr. Lenman purchased ground there and erected what was, for those times, a fine office building, with stores on the ground floor, thus becoming the pioneer of business operations in that neighborhood. He also erected many dwelling houses in the central part of the city, always devoting the utmost care and thought to convenience and comfort, as well as to durability of the structures. He also planned and superintended the erection of the Washington Safe Deposit and adjoining buildings in Pennsylvania avenue. At the time of his death, he had become undoubtedly one of the largest owners of property in Washington, as he had long been one of its most useful citizens.

Mr. Lenman was greatly honored in Washington for the uniform uprightness of his character, the soundness of his judgment and many personal traits by which he won and kept his friends. He occupied many positions of responsibility in the city, and was president of The Corcoran Fire Insurance Co. from its inception, president of The Washington Safe Deposit Co., and vice president of The Metropolitan Fire Insurance Co. For a number of years, also, he served as vice president of The National Metropolitan Bank. In these institutions, he was associated with leading residents of the national capital, including some of the most enterprising and sagacious financiers of the city, and was himself one of the most useful members of the various boards. When three commissioners were chosen to appraise and condemn the site for the new City Post Office, Mr. Lenman was naturally selected for this trust, and performed his duties with fidelity.

Oct. 28, 1846, Mr. Lenman married Jennette Ralston Hunter, daughter of William Hunter, Esq., of Ayrshire, Scotland, and from this happy union was born, some years later, their only child, Isobel Hunter Lenman.

GEORGE THOMPSON LEWIS, merchant, Philadelphia, Pa., a native of that city, Aug. 3, 1817, descends from Welsh members of the Society of Friends, who located in Delaware county, Pa., in 1686, and is a son of Samuel N. Lewis and Rebecca C. Thompson, his wife. After attendance at public and private schools, the lad, at the age of seventeen, was employed by his father, a ship owner and commission merchant, in the store of M. & S. N. Lewis, shippers and manufacturers of white lead. With this house and its successors he has ever since been connected. The old firm dissolved in 1850, to be succeeded, in 1856, by John T. Lewis & Bro's, manufacturers of white and red lead. Under a charter from the State, they are now known as The John T. Lewis & Bro's Co. George T. Lewis is a commission merchant dealing in the products of the factory and other goods, and now carries on business under the name of Geo. T. Lewis & Sons. He was active in the regeneration of The Lehigh Zinc Co., founded The Pennsylvania Salt Manufacturing Co. and The Charleston, S. C., Mining & Manufacturing Co., and, in 1865, was instrumental in bringing mineral kryolite from Greenland and producing therefrom alumina, alum, aluminate, carbonate, bicarbonate and

caustic soda. The importation of the mineral at Philadelphia now amounts to 15,000 tons a year. During the Civil War, Mr. Lewis sent out and equipped many Union volunteers, and helped organize the Corn Exchange regiment. May 18, 1843, he married Sally Fox Fisher, and by her is the father of Samuel N., William Fisher, Mary Fisher, Sally Fisher, and Nina Fisher Lewis. His clubs are the Union League and Manufacturers'.

ISAAC C. LEWIS, manufacturer, Meriden, Conn., one of the founders of The Meriden Britannia Co. and its president at his death, was born, Oct. 19, 1814, in Wallingford, Conn. His early life was uneventful and not especially different from that of other men, who make their way by hard work in mechanical pursuits. When, with Horace C. Wilcox, he founded The Meriden Britannia Co., he hoped that the works might some day be profitable, but did not foresee the brilliant success which they were in fact destined to attain. This concern soon became a large producer of britannia, silver and silver plated ware, and made Mr. Lewis a man of wealth. It enabled him to become an owner and director in nearly every large industrial enterprise in the city and president of The Meriden Trust & Safe Deposit Co. Oct. 21, 1889, the city of Meriden was surprised by the unexpected gift from Mr. Lewis of a \$75,000 building in the heart of the city, for the City Mission and unsectarian charity. Among his other public gifts were property worth \$100,000 to the Universalist church and \$10,000 to the Women's Political club. Mr. Lewis died at his home in Meriden, Dec. 7, 1893.

JAMES LICK, founder of the Lick Observatory, born in Fredericksburgh, Pa., Aug. 25, 1796, died in San Francisco, Cal., Oct. 1, 1876. His body now lies in the base of the pier of the great equatorial telescope, which he gave to the cause of science. This remarkable man was first a mechanic in the trade and then a maker of pianos and organs in Hanover, Pa., and later in Baltimore, Md. He removed to Philadelphia, Pa., in 1820. Later he found occupation in Buenos Ayres and Valparaiso and, in 1847, made his appearance in San Francisco, among the earliest settlers of California. When gold was discovered in that State, Mr. Lick remained in San Francisco and invested his means, then less than \$20,000, in city lots, which could be bought for a nominal price.

It is said that Mr. Lick never forgot a refusal of his offer of marriage in Philadelphia, and it is believed that that incident had something to do with his reserve of manner, retiring nature, and preference for solitude. He never married and admitted few friends to intimacy. An act almost eccentric was the building of a mill near San José, Cal., costing more than \$200,000, and finished with rare and beautiful woods. It is declared that the building of this mill, which sight seers long visited as a curiosity, grew out of a vow, that Mr. Lick would some day own a finer mill than that of the father of the woman who had rejected him. It was burned to the ground a few years later. The Lick hotel in San Francisco was built by him. At his death, he owned fifty lots in San Francisco, several farms in the State, a large tract in Placer county, and the whole of the island of San Catalina, of 50,000 acres, lying off Los Angeles.

In 1874, Mr. Lick, then eighty years of age, placed lands and securities worth \$3,000,000 in the hands of a board of trustees, to be used for benevolent and scientific enterprises. After twice recalling the gift, each time renewing it to a different set of trustees, he finally confirmed his original intention by will. After making a number of small legacies to friends and relatives, including \$150,000 for James H. Lick, and provisions for monuments for his parents, sister and grandfather, the testator left the

residue of his property, amounting to \$1,800,000 to public objects. Among the legacies were \$60,000 for a monument in San Francisco to the author of "Star Spangled Banner;" \$100,000 to found an Old Ladies' Home in San Francisco; \$100,000 for three groups of historical statuary at the City Hall; \$150,000 to found and maintain free public baths in San Francisco; \$540,000 to found and endow a California Institute of Mechanic Arts; and \$700,000 to construct an observatory with the most powerful telescope in the world.

In August, 1875, Mr. Lick had selected the top of Mount Hamilton, in Santa Clara county, 4,209 feet above the sea, as a site for the observatory; and here it was built, being transferred to the Regents of the University, June 1, 1888. There are now eight telescopes in these buildings, but the principal one is the 36-inch equatorial, made by Alvan Clark & Sons, with which a vast amount of original and successful research has since been done. The observatory is visited by travellers from all parts of the world.

GEN. WILLIAM LILLY, coal miner, Mauch Chunk, Pa., born in Penn Yan, N. Y., June 3, 1821, died, Dec. 1, 1893, in Mauch Chunk. Col. William Lilly, his father, was of Revolution stock. Taught in the public grammar schools and after 1838, a resident of Mauch Chunk, the subject of this memoir entered the service of The Beaver Meadow Railroad as a boy, became a conductor, and later was employed in the executive department of the company. At the age of twenty, he was elected Colonel of a militia regiment, being subsequently promoted to the rank of Brigadier General. He was one of the most popular men in Lehigh Valley and his neighbors elected him, in 1850 and 1851, as a Democrat, to the lower house of the Legislature.

General Lilly went into coal mining in 1859, while that industry was in its infancy, in company with Ario Pardee, J. Gillingham Fell and George B. Markle, at Jeddo in Luzerne county. The enterprise proved exceedingly profitable during the Civil War, and General Lilly's receipts were so large that at one time he paid an income tax of \$60,000 a year. While the War lasted, his coal sold at from \$12 to \$15 a ton. In later years, operations were conducted under the firm name of Lilly, Lentz & Co. The iron trade of Pennsylvania having awakened his interest, he invested large sums in that industry and became a large holder of the securities of railroads and other corporations.

While a Democrat, as stated, before the Civil War, General Lilly underwent a revulsion of feeling when, in 1862, Democratic Members of Congress began to vote against War measures. To a Pennsylvania Member, he said, "I do not like to break old friendships, but I have come to bid you a political good by." Thereafter, he was known as a strong Republican, and, as such, attended six national conventions of his party and every important State convention after 1863. In 1892, he was elected a Congressman at large from Pennsylvania. At one time, his friends urged his nomination as Governor of the State. The New York protective tariff convention in 1881 organized with General Lilly as chairman.

General Lilly was a man of medium height, robust physique and excellent health, the latter in part due to the fact, that he never drank a drop of stimulating liquor after 1842 and for the last thirty years of his life had never used tobacco. His honor was stainless. He was a life member of The Academy of National Sciences in Philadelphia, The American Association for the Advancement of Science, and The American Society of Mining Engineers, liberal in his charities and the supporter of the families of five soldiers during the War. In 1865, he married Mrs. M. E. Conner, but had no children.

ROBERT LINDBLOM, grain merchant, Chicago, Ill., has found the enterprise and fertility of soil of America more suited to his taste, than the opportunities of his native land of Sweden. Born on the 17th of November, 1844, and equipped for action by study in an agricultural and commercial college, he sailed for the United States in 1864. He had to work for others before he could for himself, and, in 1866, made an acquaintance with the grain trade as a clerk in Milwaukee. With the thrift of his countrymen, he saved every dollar that could be spared, and, in 1873, in Milwaukee, engaged in business at his own risk. To operate at better advantage, he settled in Chicago in 1878. In that whirlpool of all sorts of transactions, legitimate and speculative, the Board of Trade, he has both made and lost money, but has, on the whole, been conspicuously successful as a grain merchant. The year of 1896 finds him a busy and prosperous man, a director of The Royal Trust Co. Bank, governing director of The Art Institute and a member of the Union League and Sunset clubs of Chicago.

WILLIAM LINDEKE, flour miller, St. Paul, Minn., who died in that city March 9, 1892, was born near Berlin, in Prussia, March 9, 1835, the son of a farmer. Not satisfied to spend his life in purveying for the Berlin market, and rendered hopeful of better things in America, whither so many of his countrymen were going every year, he followed the migration and arrived in St. Paul at the age of twenty-two. Flour milling was always his principal calling there, and he carried it on with marked success. But, as good fortune permitted him to do so, he took up banking, the wholesale trade in dry goods and the ownership and care of local realty; and in the wise, honest and tranquil management of these interests, he slowly amassed large means. Mrs. Rose Lindeke, his wife, and four children survived him.

ROBERT PACKER LINDERMAN, coal miner, South Bethlehem, Pa., was born in Mauch Chunk, Pa., June 26, 1863, a son of Dr. Garrett Brodhead Linderman, banker, coal operator and financier, and of Lucy Evelyn Packer, his wife, daughter of Asa Packer. The family moved to South Bethlehem, Pa., when Robert was a boy of eight. Graduating from the Mount Pleasant academy in Sing Sing, N. Y., as valedictorian, and after a trip to Europe, Mr. Linderman went to Lehigh university in the Fall of 1880, graduating, in 1884, with the degree of Ph.B. The chapter of the Sigma Phi society there and the chapter in Cornell university were in part founded by him. The Phi Beta Kappa society also made him a member for scholarly attainments. During 1891-92, he was president of the alumni association of his alma mater.

The senior Linderman had meanwhile been drawn into the enterprises of his father in law, Judge Packer, and the management of Lehigh Valley coal, railroad iron and other properties. Robert knew that he would be called upon to assume great responsibilities, when of proper age, and had carefully prepared himself for them. When college had been left behind, he went into the firm of Linderman & Skeer, miners of coal in Luzerne county, mastered the business, and on the death of his father, in 1885, was made head of the firm. The Lehigh Valley National Bank elected him a director, Jan. 13, 1885, and on Nov. 16, of the same year, vice president. Since March 5, 1888, he has been president of the bank, being at the start the youngest national bank president in the country. One by one, he accepted others of his father's trusts. In January, 1886, he became a director of The Bethlehem Iron Co., famous for its manufacture of iron and steel; in June, 1888, vice president, and May 28, 1890, president, which position he yet holds. In addition, Mr. Linderman is also now a

director of The Schuylkill & Lehigh Valley Railroad, The Georgetown & Western Railroad, The Earnline Steamship Co., Ltd., The Jefferson Coal Co., The American Ordnance Co., and other corporations, including The Juragua Iron Co., Ltd., importers of Bessemer ore from their own mines at La Cruz, Cuba, mainly for consumption by The Pennsylvania Steel Co. and The Bethlehem Iron Co. He is a member of various clubs in Philadelphia and Washington, and of the University, Calumet, Lawyers', Down Town, and Sigma Phi clubs of New York.

In October, 1884, he married Ruth May, daughter of Robert H. Sayre, second vice president of The Lehigh Valley Railroad, and they have five children—Ruth Evelyn, Mary Evelyn, Lucy Evelyn, Evelyn, and Christine.

JOSHUA BALLINGER LIPPINCOTT, publisher, Philadelphia, Pa., was in the seventh generation of descent from Richard Lippincott, pioneer of the family. Born in Juliustown, N. J., March 18, 1813, the only son of Jacob and Sarah Ballinger Lippincott, he died, Jan. 5, 1886, in Philadelphia. Otherwise than that he was fond of books, and that, at eleven, he went to Philadelphia, little is known of his youth. At fourteen, a clerk to Clarke, the bookseller, and at eighteen in charge of the store at the request of Clarke's assignees, in 1836, he announced himself, at the age of twenty-three, as in business for himself at Clarke's old stand, under the name of J. B. Lippincott & Co. This concern has since been for sixty years a favorite institution.

Bibles and prayer books were the safe first venture of the young man in the field of publication, but he gradually worked into a general line of books. There are now 3,000 works on the catalogue of the house, many of them standard and of great importance. The old store was at the corner of Fourth and Race streets. In 1849, he bought the trade of Grigg, Elliott & Co., publishers, and, in 1850, moved to a new building built by himself at Fourth and Commerce streets, where, until June 30, 1855, he displayed the sign of Lippincott, Grambo & Co. That partnership was succeeded by J. B. Lippincott & Co. Several new departments had been created in the meantime, and a factory built at Fifth and Cresson streets. Just before the War, the sales of military and naval tactics in the South became so marked, that Mr. Lippincott withdrew from the Southern trade and escaped with little loss. In 1861-62, he built a new and larger store on Market street, which has since been the home of the firm, now much enlarged. An agency in London was started in 1876. The founder of the house enjoyed the personal acquaintance of most of the authors of his day at home and abroad. Dickens and Thackeray were both his guests in Philadelphia. Mr. Lippincott made four trips to Europe, and visited every kingdom in that part of the world.

In 1885, the firm took out a charter as a corporation, retaining the old name. Mr. Lippincott was a large owner of the securities and a director of The Philadelphia & Reading Railroad, The Farmers' & Mechanics' Bank, The Philadelphia Savings Fund, and The Pennsylvania Co. for Insurance on Lives and Granting Annuities, and a large owner of real estate, including the Aldine Hotel.

He was a diligent reader, a student of art, a critic, quick to appreciate the needs of the times, able, energetic and humane. In several societies, he labored for charity and reform, and, as trustee of the University of Pennsylvania, for education.

Oct. 16, 1845, he married Miss Josephine, daughter of Seth Craige, and had four children, Craige, Walter, Josephine Sarah, wife of James J. Goodwin of Hartford, Conn., and J. Bertram Lippincott. The sons now carry on the old firm.

HENRY LIPPITT, manufacturer, Providence, R. I., a descendant of John Lippitt, who settled in Rhode Island in 1638, was born in Providence, Oct. 9, 1818. Charles, his grandfather, was one of the pioneer cotton manufacturers of New England, having, with others, started a little mill in Warwick, at what is now Centerville, in 1807, the third in the State. Cotton cloth was woven then with hand looms. The pioneers organized The Lippitt Manufacturing Co., in 1809, and in 1820 began to manufacture with steam power. Warren Lippitt, father of Henry, followed the sea in early life, as master of a vessel, and then settled down on shore in Providence as a cotton merchant. The son went into mercantile business after leaving the academy, and then extended his enterprise later into the field of manufacturing, and in both occupations has met with abundant success. He is now head of the firm of Henry Lippitt & Co., and president of The Silver Springs Bleaching & Dyeing Co. and The Lippitt Woolen Co. (and has been president of the latter since 1865), and often transacts a business of \$4,000,000 a year. He is also president of The Rhode Island National Bank. The Opera House and Narragansett Hotel in Providence, both a great credit to the city, are the product of Mr. Lippitt's means and public spirit, and he was president and treasurer of the hotel corporation until Charles Fletcher bought the property, and is yet president of The Opera House Company. From early manhood, he has been active in affairs, and helped reorganize the Providence marine corps of artillery in 1840 and became its Lieutenant Colonel in 1842. During the Civil War, as Commissioner of the State enrollment, he displayed uncommon energy in raising Rhode Island's quota of troops. In 1875-76, he served as Governor of Rhode Island. Dec. 16, 1845, Mary Ann, daughter of Dr. Joseph Balch, became Mrs. Lippitt, and to this couple have been born eleven children.

EDWIN LISTER, manufacturer, a highly respected citizen of Newark, N. J., was born, Sept. 10, 1829, in Sunderland near Newcastle-on-Tyne, north of England, son of Joseph Lister, originally a resident of Sheffield. At the age of fourteen, Edwin became an apprentice in a manufactory of buttons conducted by his father. In 1842, Joseph Lister brought his four sons and five daughters and his machinery to America, and introduced his industry in New York city, in a factory on Twentieth street. The works were moved to Dobbs Ferry in 1849, and, in 1851, to Tarrytown, where they remained eleven years. Alfred and Edwin, sons of Joseph, were taken into the business at an early age, and many improvements in the process of manufacture were devised by Edwin. The making of buttons led naturally to the consideration of some means of utilizing the scraps from the factory, and finally to the manufacture of bone meal and flour for fertilizing purposes. The Lister family were pioneers in this now important industry. A large local trade was soon created, which led the firm eventually to devote themselves solely to the production of fertilizers. Upon the death of Joseph Lister, in 1859, Edwin and Alfred succeeded, under the name of Lister Bro's. The button business having finally given way to the production of fertilizers, and enlarged facilities being necessary, the brothers removed to Newark in 1862, and there, upon the Passaic river, built large works for the manufacture of fertilizers. Edwin Lister has long the inspiring genius of the business. Raw materials were at first obtained mainly from New York city, whence they were freighted by water, but materials are now drawn from nearly every part of the United States, from Egypt, the East Indies, South America, and other distant parts of the world. Not long ago, several car loads of



Edwin Lister

buffalo bones were received from Manitoba. Probably more than 40,000 tons of fertilizers are manufactured at these works yearly. The Lister fertilizers are recognized everywhere as the best in the market.

The business was incorporated in 1885, nominal capital \$600,000, as The Lister Agricultural Chemical Works. Edwin Lister has been president since 1887, and is now principal owner. Ground bone, bone dust, bone phosphates, special bone fertilizers, ivory black, sulphate of ammonia, fine tallow and sulphuric acid are manufactured. Bone carbon is also produced in large quantities for refining sugar. About 2,500 tons of material for the use of soap makers, about 1,000 tons of glue, and sulphuric acid to the extent of about 15,000 tons, are now produced at these works. The various products are sold in nearly every part of the United States, but especially in the East and South, and there is also a large export business to Europe. The works cover nearly twenty acres of ground, equipped with about twenty-five buildings, and employ 500 men. Probably 2,500 of the people of Newark derive their livelihood from Mr. Lister's operations. The company owns three steamboats and four barges, and a railroad which enters the works and provides the means of shipping freight conveniently.

Mr. Lister's activity has conferred great benefits upon the city of Newark. He is a good employer, kindly in his sympathies, sound in judgment and of high character. He has little taste for political life, but, being fitted for public trusts, has served as Alderman of Newark three times, 1872-76 and 1882-84, and Member of the Assembly in 1886. He is a member of the Masonic order, is universally esteemed by every acquaintance, and has gained a handsome fortune. To him and his wife, Miss Margaret Gilman of Amboy, N. J., two children have been born, Robert P. and Esther G.

JAMES LOVELL LITTLE, merchant, Boston, Mass., son of the late Luther Little, a merchant of distinction, was born in Mansfield, Mass., in 1810 and died in Swampscott, Mass., June 19, 1889. He made his appearance in Boston a poor boy in 1825 and entered a dry goods store as a clerk. By the age of twenty, he had become proprietor of the business. He had various partners at different periods, and in 1833 established the firm of Little, Alden & Co. This house engaged largely in the importation of fine foreign dry goods, and, upon the arrival of Mr. Little's sample cases by the Cunard steamers, buyers from New York and Philadelphia made it a practice to come to Boston and to compete with local merchants in purchases. In 1853, the firm assumed the title of James L. Little & Co. and became selling agents of The Pacific Mills of Lawrence. Mr. Little was elected, on the death of J. Wiley Edmands, treasurer of the mills and retained this relation until 1882, when he retired. He was president of The Kearsarge Mills, The Middlesex Corporation and The Boston Gas Light Co. Not too deeply engrossed in practical affairs, however, to be unmindful of public interests, he was a member of the Board of Overseers of the Poor, trustee of Massachusetts General Hospital, and one of the incorporators and an efficient trustee of The Massachusetts Institute of Technology. He was also one of the founders of the Union club. A daughter and five sons, James L., John M., Arthur, Philip and David Little, survived him.

JOHN MASON LITTLE, manager of real estate trusts, Boston, Mass., is a son of the late James L. Little, sr., and was born in Boston, Jan. 14, 1848. He received an excellent education at the English High School and the Massachusetts Institute of Technology, and acquired his first business experience in commission dry goods and

manufacturing business in connection with the Pacific mills. In 1880, his father placed under his management a large property in real estate and he has since given his attention to this trust. He is one of the founders and directors of the Real Estate Exchange and the Algonquin club, and a man of wide experience.

CRAWFORD LIVINGSTON, railroad builder, St. Paul, Minn., descends from the famous Livingston family, land owners of New York. Crawford was born in New York city, May 6, 1848, and educated in the academy at Albany, and at the age of sixteen became a stock broker on Broad street, New York city, in White, Livingston & Kendrick. He was afterward Deputy Treasurer of New Jersey. In 1870, he settled in St. Paul, as purchasing agent of The Winona & St. Peter Railway, and as a stock broker and a banker. With Henry Villard, he built The Little Falls & Dakota Railway and then built and owned The James River Valley Railway and The Detroit & Manitoba Railroad. He was also associated with A. B. Stickney in constructing The Minnesota Central and The Minnesota & North Western Railways, another of his roads being The Chicago & Great Western. Mr. Livingston has been continuously successful in his operations, and now has large interests outside the field of transportation, being controlling owner of The St. Paul Gas Light Co., and connected with The Merchants' National Bank, The Union Bank, The Title Insurance & Trust Co., The St. Paul Light, Heat & Power Co., The Edison Electric Co., The Inter-State Investment Co., The International Dock & Warehouse Co., The Livingston Land Co., and several other corporations. Mr. Livingston was married, Jan. 28, 1875, in St. Paul, to Mary S. Livingston. His children are Crawford, Marie Steele, Abby Francis and Gerald Moncrieffe Livingston. He is president of the Town and Country clubs and a member of the St. Paul, Minnesota, Baptism River, Curling, St. Paul Driving and Island Pass clubs, and of the New York club of New York city.

JOHN SUBLETT LOGAN, M.D., St. Joseph, Mo., born in Shelbyville, Ky., June 25, 1836, is a son of Thomas Logan, a dry goods merchant of Scotch-Irish descent, and of Frances Sublett, of French Huguenot ancestry, daughter of Louis Sublett, a soldier of 1812, and grand daughter of Louis Sublett, sr., a soldier of the American Revolution. Dr. Logan graduated, in 1859, from the Kentucky School of Medicine, thereafter attending lectures in Jefferson Medical college in Philadelphia, Pa. After a short practice in Louisville, he was called into public service as physician in the government hospitals in that city, St. Louis, and elsewhere. His residence in St. Joseph dates from 1857. After the War, he engaged in farming in Missouri and operated cattle ranches in Texas and Wyoming, serving meanwhile as State Fish Commissioner under Governors Crittenden and Marmaduke. Owing to his great interest in the subject of deep water on the coast of Texas, he was appointed a delegate to the conventions at Fort Worth, Topeka, Denver and Galveston, by Governor Morehead. Before real estate gained his present high value in St. Joseph, Dr. Logan invested in a large amount of that class of property, especially in business blocks, and has seen his holdings advance greatly during his ownership. He also purchased a large tract just east of the city and owns several thousand acres of coal, mineral and grazing lands in Tarrant, Presidio, Llano and Nueces counties, Texas, and fruit and timber lands in Missouri, and has built the four story brick Hotel Lawler in Houston, Tex. Productive investments in various companies have also been made by him. Practical affairs now completely absorb his attention, and he retired some time ago from the

medical profession. He is at present a stockholder in The Buell Woolen Mills, The Western Union Beef Co., The Metropolitan National Bank and The Provident Building & Loan Co., and administrator of the Milton Tootle estate. Dr. Logan was married, Nov. 21, 1862, to Emma P. Cotton of Woodford county, Ky., and has six sons—Charles Cotton, Thomas Trabue, John Strother, Frank Puryear, Louis Sublett and Milton Tootle Logan.

GENERAL THOMAS MULDRUP LOGAN, lawyer and financier, of Richmond and New York city, a young and brilliant commanding officer in the Confederate army during the late War, and, since the return of peace, no less successful in the world of finance, was born in Charleston, S. C., Nov. 3, 1840, son of George William Logan, lawyer and once Judge of the City Court of Charleston, and of his wife, a daughter of the late Dr. Joseph Glover. The days of boyhood were spent on a large plantation belonging to the family in St. Paul's parish, S. C. Judge Logan wished that his son might have the advantages of a college course, and, at the age of 16, the young man entered the sophomore class of Charleston college, but in June, 1859, became a junior in South Carolina college, and graduated in December, 1860, first in a large class.

Charleston was then the scene of stirring events. Civil war was approaching, and the people of the State were preparing for it. Young Mr. Logan shouldered a musket at the very threshold of the struggle, and as private in the Washington Light Infantry, saw active service on Morris and Sullivan's islands during the historic siege of Fort Sumter, which began the war. When the fort had surrendered, a few friends, of whom Mr. Logan was one, united in recruiting a company of volunteers, with James Conner as Captain, and the command was mustered in as Company A of the famous Hampton Legion, with Mr. Logan as 2d Lieutenant. Having been hurried north to help repel the invasion of Virginia, the Legion reached Manassas on the night of July 20, 1861, and arrived on the battlefield next morning, in time to cover the retreat of Bee, Bartow and Evans across the Warrenton turnpike. Owing to casualties in the fight, Captain Conner assumed command of the Legion during the day, being promoted later, and Mr. Logan was elected Captain of the company, Sept. 14, 1861, being re-elected in 1862, upon its re-organization. His alertness, dash and pluck attracted attention from the start. At Gaines's Mill, a fragment of a shell disabled Captain Logan severely for two months, but while on the march to Manassas, he rejoined the regiment in an ambulance, and commanded the company in that battle. The Hampton Legion was then attached to Hood's Texas Brigade, Captain Logan's being the color company and holding a position at about the center of the line in the memorable charge against the Federal Zouaves on the second day.

In the battle of Sharpsburg, Sept. 17, 1862, the Major of the Legion was killed and Captain Logan was promoted to the vacant position under the Confederate statute, providing for promotion for special gallantry in the field, his rank to date from the battle of Sharpsburg. Shortly after that campaign, the regiment was transferred to Jenkins's South Carolina Brigade, and, in January, 1863, Major Logan was promoted to Lieutenant Colonel, by request of Col. M. W. Gary and Gen. M. Jenkins, and as such served through the Suffolk and Blackwater campaigns with credit.

In the Summer of 1863, in front of Richmond, Lieutenant Colonel Logan performed a smart exploit with a detachment of cavalry and two companies of infantry, at the request of Gen. D. H. Hill. Marching across country ten or fifteen miles toward the



L. M. Koyan

advancing force under command of Gen. Benj. F. Butler, Lieutenant Colonel Logan made a lively demonstration with a view to develop and ascertain the entire force of General Butler. A strong skirmish line was pushed forward with so much energy as to bring Butler under arms with his whole command, the result being that, by means of scouts on the flanks, Lieutenant Colonel Logan was able to count all of Butler's battle flags and batteries, and, having obtained the desired information, sent it at once to General Hill, withdrawing his own force, with slight loss. Early next day, General Hill advanced with great animation and drove the Federal troops back to the shelter of their gunboats. The success of the young South Carolina officer on this occasion was warmly commended, and led to his selection for similar duty afterward. In the Chattanooga and Knoxville campaigns, he acted in command of sharpshooters and skirmishers for General Longstreet, and certainly made a distinct reputation as a dashing skirmish fighter.

At the close of the Knoxville campaign, Col. M. W. Gary took the Hampton Legion home, under orders to procure horses, and returned to Virginia early in the Spring as mounted infantry, and joined a brigade of horse, intended to protect Richmond from cavalry raids. May 16, 1864, after the promotion of Gary, the command of the regiment was given to Colonel Logan. Some very sharp service fell to their lot soon afterward. On the morning when General Grant crossed the Chickahominy, Colonel Logan with his command and the 24th Virginia Cavalry were sent to delay the advance of General Grant, until the head of General Lee's column could cross White Oak Swamp. During the ensuing skirmish with the advancing Federals, Colonel Logan was shot from his horse near Whitlock's Store, while riding along the line urging his men to hold their ground. He had the satisfaction of knowing that he had accomplished his object, although compelled by his wound to be absent three months from his command. He returned to the front to command the regiment in the skirmishes of that Fall on the left of the line.

Feb. 15, 1865, upon the recommendations of Gens. M. C. Butler, Hampton, Longstreet and Lee, Colonel Logan was commissioned Brigadier General of cavalry, the youngest man of that rank in the Confederate Army, and was placed in charge of Butler's old brigade in North Carolina. He commanded the brigade at the battle of Bentonville, N. C., and upon the retreat made the last charge of the Civil War, a few miles from Raleigh, at the head of a squadron of Keitt's Battalion. In April, 1865, he was paroled at Greensboro, N. C., with Gen. Joseph E. Johnston's army.

After the War, General Logan settled in the city of Richmond, Va. Having been admitted to the bar, he engaged in the practice of law. His only experience in active politics was in 1879, when he was chairman of the executive committee of the Democratic party in Virginia. He soon afterward became interested in railroad and other enterprises, and in the re-construction of the disorganized railway systems of the South he has taken an active part. A special faculty for organization has revealed itself in all its undertakings.

The Richmond & West Point Terminal Railway & Warehouse Company was created by him, and at one time he was a large stockholder in that company. While not free from the usual experience of vicissitudes of fortune which beset a bold and enterprising man, he has generally been successful with his enterprises, and has finally risen to a very strong financial position.

General Logan a member of the Manhattan and Southern clubs of New York city, and of the Virginia Division of the Association of the Army of Northern Virginia.

On the 25th of May, 1865, he married Kate Virginia, the daughter of Judge James H. Cox, of Chesterfield county, Virginia, and is a father of five children. Although, in recent years, his business interests have required him to spend a large portion of his time in New York, his home is still in Virginia.

ADAM LONG, merchant, Kansas City, Mo., a native of Oberndorf, in Bavaria, Germany, was born June 20, 1835. The whole family appears to have migrated to the United States about 1848, and with them Adam lived in St. Louis until 1851, when he removed to Kansas City to seek employment. The duties of a clerk in a clothing store occupied him for several years, but in 1861 his savings were invested in a retail grocery store with Thomas Green, under the name of Green & Long, and from that time Mr. Long began to see his fortunes mend. The retail trade developed, in time, into a wholesale trade in groceries, Kansas City being a center of distribution in the West. In 1878, Mr. Long, with his brother, John, founded the house of Long Bro's, wholesale grocers, which has enjoyed nearly twenty years of signal prosperity, making the two brothers widely known throughout the West. John retired, in 1894, to manage a large amount of real estate, which is a good property yet, in spite of the shrinkage from boom prices of a few years ago, and Adam bought his interest in the store. Mr. Long has increased his fortune by investments in real estate in Kansas City. He is a diligent, honest and worthy man, has made his way entirely by his own efforts, has been director in several banks, and is connected with The Crystal Salt Co., of Salt Lake, Utah. Of his four sons, three are in business with him and one is a lawyer.

ARTHUR BUCHANAN LONG, lumberman, Grand Rapids, Mich., who died, June 24, 1884, in Lewistown, Pa., first saw the light in Peach Bottom, twenty miles from Lancaster, Pa., in 1806. The thrift of Scottish ancestors was in his blood, and he experimented with a variety of trades, before settling upon the one which made him known in the West. He was apprentice to a wagon maker, builder of the Mount Rock flour mill, a manufacturer of plows, threshing machines and cooking stoves, and, finally, a charcoal burner, all in the vicinity of Lewistown, Pa., and then saw twelve years' service in the employment of The Pennsylvania Railroad. With a varied and useful experience, he went West in 1858, and engaged in the lumber business. In this venture he fared well. The ownership of a saw mill in Grand Rapids brought him profit enough so that he could control the sources of supply, and he bought timber lands in the counties of Kent, Montcalm and Isabella, Mich., which grew very valuable afterward, and from these lands he drew his supply of logs, and made a fortune of more than a million. He also owned timber lands in Clearfield county, Pa. He was married in Lewistown, Pa., to Anna E. Shaw, and this union brought them the following children: W. J., George H., John S. and Albert B. Long, and Mrs. Mary C. Hurlbut. George H. Long, his son, has been the manager of the firm of A. B. Long & Son for many years, is a capable business man, and practically the owner of The Sisson & Lilly Lumber Co.

NICHOLAS LONGWORTH, lawyer, Cincinnati, O., born in that city, June 16, 1844, died Jan. 18, 1890. He was a grandson of Nicholas Longworth (Newark, N. J., Jan. 16, 1783—Cincinnati, Feb. 10, 1863), who removed to Cincinnati in 1803, practiced law, and by early purchases and later improvements of real estate became a man

of large wealth, being taxed within a few thousand dollars as much as William B. Astor of New York. To the founder of the fortunes of this family and his wife, Susan Howell Connor, whom he married in 1807, were born Mary, who married John Stettinius; Eliza, who married William J. Flagg; Joseph H. Longworth, who married Anna Rives; and Catherine, wife of Larz Anderson. All of them have now passed away.

Joseph H. Longworth, born in Cincinnati, Oct. 2, 1813, died Dec. 29, 1883. Although a man of retiring nature, he was active in business affairs, and one son and one daughter survived him. The son was Nicholas Longworth.

Great pains were taken with the young man's education, and he graduated from Harvard college in 1866, and was admitted to the bar in 1868. Nicholas Longworth loved action almost as much as his father preferred tranquillity. In 1875, he was nominated by the Republicans for County Solicitor, but was defeated. A few months later, however, he was elected Judge of Common Pleas. His purity of character and ability inspired the Republicans, in 1878, with a desire to nominate him to Congress, and President Hayes urged him to become a candidate. He refused, however, on the ground that no one holding a judicial office should take part in politics. In the four years during which he sat on the bench, he tried over 10,000 cases, among them the Sedam and Kirby will cases, both notable in the history of Cincinnati. In 1881, he took a seat on the bench of the Supreme Court of Ohio, but the annoyance of living so much of his time in Columbus led him to resign his place after two years' service. Judge Longworth found time for literary labors, and in 1874, published a translation of the "Electra" of Sophocles, which met with a hearty welcome. Other works were privately printed, including, in 1889, "A Fanciful Adventure in the Moon." Judge Longworth travelled much in the old world, and gratified an artistic taste by studies in carving and photography. He was an enthusiastic canoeist, a leader in the Cincinnati Canoe club and, for a time, president of The American Canoe Association. Oct. 2, 1866, he was married to Susan, daughter of Timothy Walker, who survived him.

JOHN MUNRO LONGYEAR, land proprietor, Marquette, Mich., is a son of John Wesley Longyear, a native of Shandaken, N. Y., a German by descent, lawyer and Judge of the United States District Court for Eastern Michigan, who died in Detroit, March 17, 1875. Born in Lansing, Mich., April 15, 1850, it was as an expert and an explorer of the fastnesses of the timber and mineral regions of Michigan, that Mr. Longyear first began to operate. On the lookout for signs of hidden wealth, he made, beginning on a small scale, many purchases of wild lands and undeveloped pine and iron property, some of which have yielded handsome returns. He was prominent in the development of the Menominee and Gogebic iron districts and holds an interest in the famous Norrie mine, a large producer, and during the years of industrial activity received an excellent income from royalties on ore taken from the mine. The people of Marquette made him Mayor of the city in 1890 and 1891. His wife is Mary Hawley Beecher of Battle Creek, Mich., and his children are named Abby, Howard, Helen, Judith and John L. Longyear, jr.

CHARLES MORTGRIDGE LORING, flour miller, Minneapolis, Minn., was born in Portland, Me., Nov. 13, 1832. His paternal ancestors were English, his maternal, Scotch, and on both sides ministers and sailors. Mr. Loring was educated in public and private schools and began life as a sailor in the deep sea trades. He moved to Chicago in 1855 to engage in mercantile pursuits and a few years later transferred his home to Min-

neapolis, where he has been a member of the firm of Loring, Fletcher & Co., for thirty-four years. In flour milling, he has become prominent and active, being a large owner in The Northwestern Consolidated Milling Co. He is also now president of The North American Telegraph Co., a director of The Minnesota Loan & Trust Co., and president of The Machinery Construction Co. of Rochester, N. Y., which conducts an extensive machine shop in that city. Mr. Loring was married in Portland, Me., in 1853, to Emily S. Crosman, and they have one son, Albert C. Loring, a flour miller in Minneapolis. Mr. Loring enjoys a good reputation, and has been an Alderman, president of the State Park Commissioners for ten years, president of The Chamber of Commerce five years, and president of the Board of Trade two years, and otherwise useful to the people of his city.

GEORGE VAN NESS LOTHROP, LL.D., a lawyer, of Detroit, Mich., born in Easton, Mass., Aug. 8, 1817, is the son of Howard Lothrop, a farmer, as all his ancestors had been from the first settler of the name in Salem, Mass., in 1643. The mother was Sally Williams Lothrop. The seat of this family in England was at Lowthorpe, Yorkshire, Walter de Lowthorpe being Sheriff in 1216. The sister of the subject of this sketch became Mrs. Oliver Ames of North Easton, Mass.

It was upon the paternal farm that George V. Lothrop spent the period of his boyhood and developed into a man, honest and sturdy, but longing for a wider field of action. His studies, begun in the grammar schools, were carried on in the academy at Wrentham and for one year in Amherst college, and he graduated from Brown university in 1838. In the Fall of 1838, he entered the law school at Harvard, but student life had impaired his health, and next year he went to the farm of his brother, Edwin H. Lothrop, at Prairie Ronde, in Kalamazoo county, Mich., and as a farmer for three years he introduced about 2,000 sheep into the southwestern part of the State, and sent to Boston the first wool ever received there from Michigan.

Having by this time, in the wholesome pursuit of agriculture, entirely regained his physical vigor, he settled in Detroit, in 1843, finished his law studies and began practice, largely among the French. Sound judgment, physical energy and undoubted talent soon gained for him a marked success, and Mr. Lothrop soon rose to a place among the foremost lawyers of the city. From 1854 to 1880, when he resigned, he was general attorney for The Michigan Central Railroad. Mr. Lothrop is, in politics, a Democrat, and was Attorney General of the State, 1848-51, and Recorder of Detroit, 1851-53. He led, for the sake of his party, several forlorn hopes in elections for Congress and United States Senator, and was a supporter of Stephen A. Douglas in the Charleston convention of 1860. In May, 1885, he was, without solicitation, appointed Minister to Russia, and then retired from the law and served his country with entire credit at the court of the Czar. Mr. Lothrop's fortune is due to his law practice and investments in real estate. He is a director of The First National Bank.

His wife is Mrs. Almira Strong of Rochester, N. Y., whom he married, May 13, 1847, and the children are Howard, deceased, George Howard, Charles Bradley, deceased, Henry Brown, Anne Strong, Cyrus Edwin and Helen Ames.

Mr. Lothrop has long been a leader in political, financial and social affairs in Michigan, and while the State is strongly Republican, he has won the unaffected respect of gentlemen of all parties.

HENRY MARTIN LOUD, founder of The H. M. Loud & Sons Lumber Co of Au Sable, Mich., and a man of notable abilities and stern adherence to principle, was born in Westhampton, Mass., Dec. 11, 1824. Through his father, Austin Loud, he is descended from a famous clan, the third largest in Scotland, and, through his mother, Mehetable Bartlett, from Cornelius Bartlett, for seven years a soldier in the American Revolution. Francis Loud, pioneer of the family in America, came to the new world for conscience sake, soon after the landing of the Pilgrims from the *Mayflower*, and he shared with other early settlers the hardships, dangers and triumphs of the conquest of the wilderness. Settling in the pine woods on the Kennebec river in Sagadahoc, Me., he was driven from his home, in 1676, by the Indians, and afterward obtained permission to settle with others on Arrowsic Island.

Austin, in the fifth generation of the family in this country, was an ingenious builder and millwright, who left his native town of Westhampton, Mass., in 1832, settling in Kirtland, and, in 1836, in Huntsburg, O.

The subject of this memoir received a limited education in the local country school, to which, during a term of three months in the year, he was obliged to walk a distance of one and a half miles daily; and, until the age of twenty, helped to clear and work his father's farm and to operate the little saw mill there. Meanwhile, he was devouring every good book he could find, thus taking eager advantage of such opportunities for acquiring knowledge as might present themselves, and at the age of eighteen was licensed to exhort, and afterward to preach, in the Methodist Episcopal church; and for several years, without compensation, he preached on a large circuit. At the age of twenty-six, he joined the Erie Conference, and was stationed first at Hartford, and then at Braceville, O., and after that, with a view to higher education, moved in 1853 to Concord, N. H., where he spent three years in a Methodist Theological school, preaching, however, regularly every Sunday, mostly in the city of Concord, though during a vacation of six months, he filled the pulpit of St. Paul's church in Fall River, Mass. After graduation in 1856, Mr. Loud joined the New England Conference and labored devotedly for a period of nine years, being the pastor of Methodist churches in Watertown, Mass., St. Paul's of Lowell, and in Fitchburg, Leominster and Medford. A part of his time he also served as trustee of The New England Educational Society of Boston, formed to aid young men in preparing for the ministry.

Mr. Loud was fitted by the possession of remarkable executive abilities for a business career, and, influenced largely to change of occupation by his impaired health and the interests of his growing family, in 1865, he took a supernumerary relation, and, in 1867, went from Boston to Au Sable, at the mouth of the Au Sable river, on Lake Huron, Mich., and engaged in the lumber business. In time, his decision may have brought to the religious denomination of which he is a devoted and loyal member even greater benefits than it would have received from his ministrations as a pastor.

In 1868, Mr. Loud removed to Au Sable, Mich., at that time a little hamlet about eighty miles north of Bay City, continuing the lumber trade at the head of the firm of Loud, Priest & Shepard. The firm, of which he was continuously managing partner, underwent several changes, and, in 1884, was incorporated under the name of The H. M. Loud & Sons Lumber Co., with a capital stock of \$800,000, of which Mr. Loud has always remained president, George A. Loud being vice president, H. N. Loud secretary, Edward F. Loud treasurer, and W. F. Loud cashier—all being sons of Mr.



Henry M Loud

H. M. Loud The immense forest of pine timber extending up the Au Sable river, with communication by water with all the ports on the Great Lakes, has afforded excellent advantages for extended lumbering operations, and the company is represented in the commerce of the Lakes by six steamers and barges employed in the transportation of the lumber.

The product of their mills has found a market in every Northern State, as well as in California, England and South Africa. The average output for thirty years has been about thirty million feet, the largest amount in one year (1892) amounting to 89,578,922 feet; and they have paid out for labor in these thirty years over \$5,000,000.

The members of the company are sole owners of The Au Sable & Northwestern Railway, one hundred and ten miles in length, Mr. Loud being president and his sons filling the other offices; and Mr. Loud has been for several years president of The Vermillion & Grand Morris Iron Co., having its offices in Duluth. He is also the owner of five hundred acres of land in Pomona, Southern California, set to citrus and deciduous fruits; and it is in this delightful garden spot of the semi-tropical West that Mr. Loud and his family pass the season that is called Winter.

Notwithstanding these important and extensive business interests, giving employment to an aggregate of over eight hundred men, he has served as Mayor of the city of Au Sable, and also accepted the Republican nomination for Congress, but was defeated by the Hon. S. O. Fisher of Bay City.

In spite of business prosperity and engrossing cares, Mr. Loud has never forgotten the cause in which he spent twelve laborious years of his early life, and the Methodist church in Michigan has cause to remember this Christian gentleman with gratitude. He was president of the Lay Conference of the Methodist Episcopal church in 1884, and in the same year was elected a lay delegate to the General Conference of his church held in Philadelphia. He has been for a number of years president of the Bay View Assembly, has been, since 1889, a trustee of Albion college, Michigan, and is a member of the Advisory Council of the Wesleyan Guild at Ann Arbor, maintained in connection with the State university, and has also endowed a scholarship of \$30,000 at Albion college. His benefactions in the interests of his church have been liberal.

In 1844, Mr. Loud married Vilitta Jane Kile of Huntsburg, O., who died in February, 1880. To them were born Mary Lucena Loud, wife of Aaron F. Gay of Boston, deceased; Martha H. Loud, who died in her fourteenth year; Henry Nelson, George Alvin, Edward Francis, William Fairchild and Herbert, the latter dying in infancy. He has twenty-one grandchildren now (1896) living. On Nov. 29, 1883, Mr. Loud married Mrs. Nancy P. Miller of Brooklyn, N. Y., Henry Ward Beecher officiating.

Mr. Loud is a member of the Michigan club in Detroit, for political reasons, but is not a club man. He has always been a strong advocate of the cause of temperance and all property sold by him in the village of Au Sable was sold with a liquor forfeiture clause. So strong an adherent was he to principle, that he refused in one instance ten thousand dollars for a certain description of land without the liquor clause, preferring to take \$5 700, with the forfeiture clause in the deal. As a result of this adherence to principle, there is not a saloon or drug store where intoxicating liquors can be obtained in the township of Au Sable. Surely this has been a life well spent. In whatsoever field he has been called upon to labor, whether by means physical, mental, political or spiritual, he has been indeed a good and faithful servant.

LEWIS LOVE, Portland, Or., born June 12, 1818, near St. Clairsville, Chautauqua county, N. Y., son of Frederick and Jane Demott Love, farmers, first in New York and then in Illinois, and of English ancestry, was educated in a log cabin and spent his young manhood in farming. In 1837, he married Nancy M. Griffith, moving to Missouri in 1845, and the young couple struggled with poverty until 1849, when, with two other families, they started across the plains for Oregon. At Osage river, they were joined by eighty-five Cherokee Indians, *en route* to the mines of California, and, after herculean labors, they crossed the swift current of the Osage on a raft, held by a cable of grape vines, in accordance with a plan suggested by Mr. Love, the entire success of which caused the Indians to look upon him with admiration and made him leader of the party. Fifty of the Indians died from cholera on the trip overland. The whole trip was attended with dangers and labors innumerable. Arriving at the Columbia river, Mr. Love took up a land claim between Portland and Vancouver, cleared the land, kept a store on the farm, and, in 1855, engaged in the saw mill business, and later in flour milling, also adding an additional mill above Vancouver. In 1872, he opened a hotel in Portland, and, in 1877, built two steamboats, of which he was captain, to run on the Willamette and Columbia. The country steadily filled with settlers during this period, and Mr. Love, by early purchases of real estate in Portland and Vancouver, and the success of his various enterprises, finally saw himself in the possession of wealth. His taxes now amount to \$5,000 annually. Mr. Love served twice as County Commissioner in Clarke county (now in Washington), and was elected Public Administrator, but declined to serve. He has been happy in his family relations and is the father of William, F. D., G. C. and Lewis P. Love, and Mrs. Melinda J. Sheppard and Mrs. Mary C. Stafford.

THOMAS LOWRY, financier, Minneapolis, Minn., is a son of Samuel R. Lowry, a native of County Down, Ireland, and was born in Logan county, Ill., Feb. 27, 1843. While reared upon a farm in Schuyler county, Ill., he was more fortunate than most country boys, and went to college at Lombard university in Galesburg, Ill. Being admitted to the bar in 1867, he removed to Minneapolis. Legal business engrossed his time for several years, but, in the seventies, he embarked in a venture which gave his energies a new direction. With borrowed money, the street car line in Minneapolis was bought and was so improved by Mr. Lowry as to become a paying property. The returns were so handsome, in fact, that Mr. Lowry has ever since paid a great deal of attention to street railroads. He is now president of The Twin City Rapid Transit Co., which owns the electric street cars of the two cities, and has also operated in real estate, in the promotion of whose value his railroad lines have been an important factor. The Minneapolis Improvement Co. is engaged in platting, improving and selling the property. Mr. Lowry is vice president of The Minneapolis Trust Co. and of The Farmers' & Mechanics' Savings Bank, and president of The Minneapolis, St. Paul & Sault Ste. Marie Railroad. His success is due to economy, perseverance and ability. In 1870, Mr. Lowry married Beatrice M. Goodrich, daughter of Dr. C. G. Goodrich. Among his clubs are the Manhattan and Union League in New York city and the Chicago of Chicago.

HARRISON LUDINGTON, lumberman, born in Kent, Putnam county, N. Y., July 31, 1812, died at his home in Milwaukee, Wis., June 17, 1891. About 1838, he settled in the then small city of Milwaukee, and with his brothers, Nelson and Lewis, and with

Harvey Burchard, engaged in mercantile business in the old Juneau warehouse. In 1839, Mr. Ludington rode an Indian pony to Louisville, Ky., where he married. Mr. Burchard retired within a few years and Nelson Ludington followed in 1848, another brother, James, being then given an interst. The first load of wheat ever sold in Milwaukee was bought by Mr. Ludington for fifty cents a bushel. The firm traded in lumber to some extent, met with success in all its ventures, and dissolved about 1851. Mr. Ludington then bought an interest in a saw mill at Green Bay and thereafter was largely engaged in the lumber business. His firm of Ludington, Wells & Van Schaick—David Wells, jr. and A. G. Van Schaick being junior partners—rose to great prominence in the lumber trade and was known throughout the United States. Their mercantile headquarters were in Chicago. Mr. Ludington was three times Mayor of Milwaukee, and in 1875 was elected Governor of Wisconsin on the Republican ticket.

NELSON LUDINGTON, lumberman and banker, Chicago, Ill., born, Jan. 18, 1818, in what is now known as Ludingtonville, Putnam county, N. Y., died, Jan. 15, 1883, in Chicago. He was fourth in a family of sixteen children and had to make his own way in the world. Going West at an early age and engaging in the lumber industry, he fared well in that vocation, owing to shrewdness, intelligence and energy, and made a fortune at the head of The N. Ludington Lumber Co., manufacturers of lumber, of Marinette, Wis., and Escanaba, Mich., and the owner of large tracts of white pine timber in both Wisconsin and Michigan. He had investments in various Chicago enterprises, and after being president of The Fourth National Bank, was made president of The National Bank of America nearly twenty-five years ago, and held that position at the time of his death. Mrs. Charlotte J. Ludington, his wife, and Mrs. Mary L. Barnes and Mrs. George W. Young, his daughters, survived him.

HENRY GILBERT LUDLOW, inventor and manufacturer, now resident in Troy, N. Y., born, March 28, 1823, in Nassau, Rensselaer county, N. Y., is a son of the late Hon. Samuel B. Ludlow of Oswego, N. Y., who sprang from English stock and intermarried with an ancient Scottish family. His wife, Nancy Douglas, was the descendant of William Douglas, who emigrated to New London, Conn., and with whom the American branch of the Douglasses originated.

From the local schools of Nassau and Oswego, N. Y., Mr. Ludlow went to Union college in 1840, taking the classical course and graduating in the class of 1843. His father had previously graduated from the same institution and had been at one time proprietor and editor of *The Philadelphian*, a religious newspaper of Philadelphia. There was a purpose on the part of the son at one time to follow a profession of some kind, but he was not greatly drawn in that direction, nor was he especially fitted by his classical college course for mechanical pursuits. While in a state of uncertainty as to his future career, a friend of his father in Philadelphia sent for the young man and suggested that he engage in gas engineering and that in order to familiarize himself with such work, he should spend some time in one of the gas works in that city. Mr. Ludlow accepted the proposition. Owing to a mechanical turn of mind, the necessary knowledge was easily acquired, and Mr. Ludlow aided his friends in erecting gas works in various cities, including Hartford, Conn., Poughkeepsie, N. Y., Bridgeport, Conn., and Burlington, Vt. The firm were known at first as Dungan, Steever & Co., but within a year they had made Mr. Ludlow an equal partner, solely on his merits. So great was the confidence felt in his judgment and energy, after he had revealed his



Henry G. Ludlow

ability, that the construction of these gas plants by the firm was left entirely to the new junior partner. About five years were devoted to those labors.

In the operation of gas works, Mr. Ludlow experienced the need of a better stop valve than any then in existence, and thought out the mechanism of his invention of the straight way stop valve. A patent was in due time obtained. The main feature of this invention is a sliding gate, with separate wedge moving up and down on its back, pressing the gate to its seat after the gate has ceased or nearly ceased its closing movement. In opening the valve, the wedge loosens the gate before it begins to rise, thus saving or avoiding a large portion of the friction and wear of the faces of valves and seats. Many a drawing had been made before Mr. Ludlow became satisfied with the valve, and the new idea was finally tested for the first time in the gas works in Poughkeepsie. It operated so well and met such a pressing need, that Mr. Ludlow finally decided to give up gas engineering and engage in the manufacture of these valves, not only for gas works, but for regulating the flow of water, steam, and oil, and in fire and yard hydrants.

Early in 1866, The Ludlow Valve Manufacturing Co. was incorporated and began operations in a shop in Second street in Waterford, N. Y. As the valve became known, there gradually grew up a demand for it, with the result of creating a large and to this day an increasing business. Valves are now made of all sizes, from one-half inch to four or five feet in diameter, and, in some cases, tested up to 3,000 pounds pressure to the inch, and it is supposed that the Ludlow company are now the largest manufacturers of these specialties and of hydrants in the world. The present shops stand near the northern edge of the city of Troy and constitute a large and important industry.

It must not be supposed, however, that the brilliant results of to-day have come to pass without patient and untiring labor. The cutting of the first wagon path through a trackless forest is a simple problem, compared with that which confronts the man, who must introduce a new invention to the notice of the human race, secure its application for different uses to the full extent of which it is capable, and make the manufacture of it a profitable enterprise. Mr. Ludlow encountered the usual experience of men of ideas, who are born to revolutionize the world, but fortunately had the strength, patience and courage to push on to ultimate success. He is justly proud of what he has accomplished, and America is proud of him. His valves go all over the world, and are doing duty on every continent under the sun, even in Africa.

About 1893, he withdrew from active business owing to failing health, but retains an interest in the company.

Mr. Ludlow never cared for or held political office, although always desiring the esteem of his fellow citizens and anxious in his own way to promote the general welfare of the community. His generous spirit finds expression in gifts to deserving objects and labors for education and philanthropy. He is an elder of the Second Street Presbyterian church in Troy, and is also a governor of the Marshall Infirmary, trustee of Rensselaer Polytechnic Institute, Troy Orphan Asylum and Troy Female seminary, and the friend of other institutions. From its beginning, he has given generously to The Troy Fresh Air Fund. Always modest and unassuming, simple in his tastes, quiet in his mode of living, he enjoys a reputation which many more showy figures in the drama of life have failed to achieve, that of making himself useful to his fellow men and of winning a name and fortune by honest labor, the utmost purity of

life and business enterprise, which has robbed no man and has been unstained by the slightest breath of dishonor. His mind has been cultivated by constant reading and his kindly face and pleasant manner make friends among all who meet him.

To Mr. Ludlow and his wife, Harriet M., daughter of Ira Shuttuck of Burlington, Vt., has been born one son, Henry Shattuck Ludlow, who recently graduated from Williams College.

NICHOLAS LUNING, a well known banker and realty owner of the Pacific coast, born, March 31, 1820, near Hamburg, Germany, died suddenly at his home in the Palace Hotel, San Francisco, Cal., Aug. 11, 1890. His father, John Luning, was by occupation a merchant. Nicholas Luning was in youth strong, capable and vigorous, and full of the spontaneous activity which always summons its possessor promptly into the thick of the battle of life. He remained at school only long enough to gain a fair education and then found occupation as clerk in a shipping and commission house in Hamburg. In that large and bustling city, connected by the ramifications of an extended commerce with almost all parts of the civilized world, Mr. Luning was trained to commercial pursuits; and he absorbed so promptly the lessons which were taught him, that, in 1847, when the house needed some one to represent it in New York city, Mr. Luning was selected for the mission and set sail for America. Once across the ocean, he never went back, at least for any purpose of residence. From New York, he went to New Orleans in time and thence to Havana in Cuba, all for the same house.

Almost past the doors of Havana was sweeping at that time by sea an excited rush of human beings, goods, ships, and steamers, bound for Panama, *en route* to California. Gold discoveries had set the world wild. Although Mr. Luning followed the migration himself in time, he acted with the proverbial calmness of the Teutonic race, and when, in the month of July, 1852, he sailed up through the Golden Gate to San Francisco and stepped ashore, he never lost his head for a moment in the almost frantic excitement, which prevailed from time to time concerning the gold mines. Upon his arrival, he opened a banking house in San Francisco and to the end of his career conducted this institution with coolness, courage and success. The sign above the door bore the name of N. Luning & Co. for several years, but was replaced in the course of events by that of Nicholas Luning alone.

It is a singular fact that Mr. Luning never took any interest in stock speculation, nor caught the gold fever. He pursued the tenor of his way as a banker steadily until the end, and, after he had gained some surplus means, slowly laid the sure foundation of a fortune in sound property investments. Always of active habits, he was noted for his fondness for walking, and, during his continual rambles about the city, in pursuit of the invigoration of open air exercise, he observed closely and shrewdly the changing phases of life in the growing city, then in a state of transition, and gained many a useful suggestion. Real estate was purchased with sound judgment and happy results, and his investments in corporations were no less fortunate. He was a director of The Bank of California, The Union Insurance Co., and The Pacific Rolling Mills, and connected with nearly every movement of magnitude which tended to build up the city of San Francisco.

Clubs, societies and political strife did not attract him, and he kept out of them all, finding sufficient distraction from business cares in his membership of the German Lutheran church and the company of his family. His wife was Ellen Dempsey, whom



N. Luning

he married in Havana in 1850 and who died in 1866. Eleven children were born to this worthy couple, of whom only five are now living, namely, Anna L., wife of George Whittell; Clara E., wife of J. N. Cunningham; Ellen A., wife of George S. Fife; Oscar T. and John N. Luning.

On the day of the opening of the Palace Hotel, Mr. Luning took apartments in that capacious structure, and lived there until his death. He was a man of medium stature, but cast in a generous mould, and in appearance commanding. His kindly face, prompt and energetic step and air of authority always attracted the notice of strangers.

Since his death, the children of Mr. Luning, who have equal shares in their father's estate of several millions, have, for convenience in the management of investments, organized The Luning Co., of which George Whittell is president.

HENRY JACOB LUTCHER, lumberman, Orange, Tex., born in Williamsport, Pa., Nov. 4, 1836, is a son of Louis Lutchter, butcher and farmer, and of Barbara B., his wife, both natives of Dagerloch, Wurtemberg, Germany, in 1803 and 1807, respectively, who married in 1829, and started for America the day after the wedding. Both died in 1890, Mrs. Lutchter seven days after her husband. The subject of this sketch spent his last scholastic year in Dickinson seminary in Williamsport, paying for his schooling there by picking edgings in the Langdon & Divens saw mill, one of the best investments he ever made. Mr. Lutchter then went to Philadelphia to perfect himself in the trade of a butcher. Country people do not understand the art of cutting meats, so as to make them look palatable, and in Philadelphia, competition with masters of the trade threw Mr. Lutchter into the rear rank. He did not despair, however, but in a short time mastered the trade, went home, married, and then engaged in business.

After five years, Mr. Lutchter went into the lumber business in Williamsport, with G. Bedell Moore as a partner, building a mill. But the partners had been born too late. Timber lands in that part of the country, as well as in Michigan and Wisconsin, had all been taken up. Hearing of the forests in the southeastern part of Texas, they located at Orange in that State; and being the first Northern people to arrive after the War, the people looked upon them at first with suspicion, but finally became friends. With improved machinery in their mill, Lutchter & Moore manufactured lumber for less than one-third of the cost of that produced in old fashioned mills, and supplied an immense amount of material for railroads. Profits were invested in about 500,000 acres of pine and cypress lands in Texas and Louisiana.

Since that time, the firm have built a plant for The Lutchter & Moore Cypress Lumber Co., at Lutchter, La., said to be the best cypress plant in the country, and the mills at Orange, Tex., have not been outranked to this day. The partners own the town of Lutchter, forty-two miles north of New Orleans. Mr. Lutchter is a large owner in Lutchter & Moore, The Lutchter & Moore Lumber Co., The Lutchter & Moore Cypress Lumber Co., The Orange Mercantile Co., The Orange Ice, Light & Water Works Co., The Magnolia Rice Plantation (5,000 acres), The Gulf, Sabine & Red River Railroad (thirty-five miles in length); The Mississippi & Pontchartrain Railroad (seventeen miles in length); several vessels in the South American trade, and several lighters and tugs. He never held political office or joined clubs or societies, but has published a pamphlet entitled "A Stronger and More Permanent Union," advocating the election of United States Senators by the people. In Williamsport, Pa., in 1857, he married Frances A. Robinson, and is the father of Miriam M. and Carrie L. Lutchter.

CHARLES LUX, cattle ranchman, San Francisco, Cala., was a shrewd, energetic, and thrifty native of Alsace, who came to the United States in boyhood, and learned the trade of a butcher in Fulton market, New York. In 1849, he removed to the Pacific coast, and after a short stay at the mines, opened a meat market in San Francisco, wherein he made money more rapidly than many did who stayed at the mines. The raising of cattle, in addition to the mercantile part of the business, was undertaken in 1856, in partnership with Henry Miller, in the firm of Miller & Lux. Both of these men were practical and energetic. They established abattoirs, and, while land was low in price, they put every dollar of their savings into farms, buying vast tracts upon the public domain in California, Oregon and Nevada for the pasturage of their herds. Miller & Lux finally came to own over 800,000 acres of land, 80,000 head of cattle, 100,000 head of sheep and 5,000 hogs. It was the boast of Mr. Lux that, in driving his cattle from San Luis Obispo county to San Francisco, he could water and feed the herd, every night, at one of his own ranches. The firm owned nearly all the land for 50 miles along the San Joaquin river. They attracted great attention about 1885 by a suit against Haggin and Carr over water rights. The Supreme Court decided in favor of Miller & Lux, affirming the English doctrine of riparian rights in California. Mr. Lux was a man of plain exterior and kindly ways, who gained and kept the entire respect of all his business associates. He lived at a little station, a few miles out of San Francisco, named Baden at his request in honor of the region in which he was born. He died in San Francisco, March 15, 1887, leaving a fortune of about \$10,000,000 to his wife, Mrs. Miranda Wilmarth Lux and his brothers and sisters in Germany. This will is yet in the courts of California. When Mrs. Lux died, she left to Jesse Sheldon Potter, a son by her first marriage, a life interest in her portion of the estate, which, after his death, is to go to other relatives and to charities.

ARTHUR THEODORE LYMAN, manufacturer, Boston, Mass., son of George W. Lyman, was born in Boston, Dec. 8, 1832. With an education at Harvard college, he began his business career in the East India trade, and later, was for a time a partner in the commission house of Paige & Co., and treasurer of The Hadley Co. of Holyoke. He has been treasurer, since 1881, of The Lowell Manufacturing Co., a concern with \$2,000,000 capital, which employs five mills and 2,100 operatives in the making of ingrain, Wilton and Brussels carpets. He is also president of The Tremont & Suffolk Mills in Lowell, and a director in The Merrimack Manufacturing Co. and a number of other cotton mills in Lowell and Lawrence. Of these industries he has been a good manager.

ISAAC LURIA LYONS, merchant, New Orleans, La., is senior member of I. L. Lyons & Co., importers of drugs and manufacturing chemists. Originally from Charleston, S. C., where he was born, May 21, 1837, he began life in the business of E. J. Hart & Co., in 1860. After four years of service in the army of Gen. Robert S. Lee, C. S. A., he returned to the United States in 1865, and, in 1867, founded the drug firm in New Orleans, of which he is the head. A man of energy, alert to his surroundings, he has developed one of the largest trades of its class in the Southern States, dealing to some extent in special preparations, and is ranked as one of the most successful merchants in New Orleans. Mr. Lyons exerts a wide influence in his city.

M.

RUFUS YANCEY McADEN, banker, Charlotte, N. C., born in Caswell county, N. C., March 4, 1833, died Jan. 24, 1889. His father, Dr. Henry McAden, and grandfather, Dr. John McAden, were both physicians, the latter being a son of the Rev. Hugh McAden, a Presbyterian missionary and an ardent patriot in the American Revolution. Rufus was left an orphan when young and educated for the most part by his grandmother, Mrs. Bartlett Yancey. He graduated at Wake Forest college in 1853, read law with Judges Nash and Baily of Hillsboro, and settled first in Caswell county. In 1858, he married Mary F. Terry, daughter of Dr. B. F. and Lucy P. Terry, of Prince Edward county, Virginia. In 1859, Mr. McAden removed to Graham, Alamance county, and after being defeated as a Whig in 1860 by thirteen votes for the Legislature, he was elected in 1861 by an almost unanimous vote. In the Legislature, he served during 1863-67, being, in 1866, Speaker. In 1867, he was elected president of The First National Bank of Charlotte, and made it among the leading banks of the South. Col. A. S. Buford and he were associated in the construction of The Atlanta & Charlotte Air Line Railroad in 1868, Mr. McAdam being its first vice president. The Spartanburg & Asheville Railroad originated with and belonged to him. In 1881, he began the erection of the McAden Cotton Mills, near Lowell, N. C., which, starting on a small scale, became the largest in the South and the pride of the Piedmont counties. Mr. McAden left to his memory many honorable monuments in the form of industrial and charitable institutions. He was a "Protection Democrat" in politics.

DENNIS MCCARTHY, merchant, Syracuse, N. Y., was born in Salina, N. Y., March 19, 1814. He died, Feb. 14, 1886, in Syracuse. His father, Thomas McCarthy, the pioneer merchant of the village of Salina, was born in Ireland, while his mother, Percy Soule, was a Puritan of New England. He was educated at the Onondaga academy, and was associated with his father in business in Salina for a time. Afterward, he moved to the neighboring city of Syracuse and went into the wholesale dry goods business on his own account, and in time became the most prominent and successful merchant in Central New York, pushing his trade through a large force of travelling salesmen, in every direction. In early life, Mr. McCarthy was a Democrat, but when the first gun was fired on Fort Sumter he became a Republican, and remained such until his death. He was sent to the Legislature in 1845, and was Mayor of the city in 1853. In 1866, he was elected to Congress, and, in 1875, to the State Senate, being re-elected in 1877, when he became president of the Senate. He was prominently identified with the banking interests of Syracuse. His successors in business are his sons, David K. and Dennis McCarthy, and his son-in-law, Thomas Emory.

JAMES McCORD, sr., merchant, St. Joseph, Mo., is a native of Randolph county, Va., (now West Virginia) and celebrated his seventieth birthday, Jan. 7, 1896. William McCord, the father, by descent a Scot, was a lawyer and the mother (maiden name, Sally Moss Field) was of English blood. After six years of service as a clerk in a country store, 1840-46, he opened his own store in St. Joseph, at the age of twenty, with Abram Nave as a partner, under the sign of Nave & McCord. The Missouri river was then the boundry of civilization. Mr. McCord grew up with the country and

is now the leading wholesale grocer in the western part of Missouri. The business has been incorporated as The Nave & McCord Mercantile Co., Mr. McCord president. Before the War, 1850-58, he dealt in cattle to some extent, in Steele, McCord & Co., sending droves of cattle from Missouri to California to be fed and sold for beef. No speculations have ever imperilled his welfare, he has always adhered to legitimate trade. How extended are his interests may be seen by the fact, that he is an owner in The McCord-Collins Commerce Co. of Fort Worth, Tex.; The McCord-Bragdon Grocery Co. of Pueblo, Colo.; The Nave & McCord Cattle Co., Tootle, Lemon & Co., and The Henry Krug Packing Co.; The Smith-McCord Dry Goods Co. of Kansas City; McCord, Brady & Co. of Omaha, The Mokaska Manufacturing Co., The McCord Rubber Co., and other concerns. Considerable real estate is now included in his possessions. Oct. 5, 1854, he married Mary E. Hallack, originally from Kentucky, and their nine children are all living, namely, William Hallack, James Hamilton, Samuel S., Francis, George L., and Robert H. McCord, and three daughters, Mary Ada, Susan Alice and Lucy. The family are Presbyterians.

CYRUS HALL McCORMICK, inventor, manufacturer and benefactor, was born Feb. 15, 1809, at Walnut Grove, Rockbridge county, in the Valley of Virginia, and thus "the mother of Presidents" also gave, not only to the United States, but to the world, the Reaping Machine. The surroundings of his early life were picturesque in the extreme, the Blue Ridge towering above the valley to the east, the Alleghanies not far away on the west, and the valley itself presenting a panorama of fields of waving grain, interspersed with streams, hills, and comfortable homes. In the lower part of this county is situated the famous Natural Bridge of Virginia.

The parents of Cyrus H. McCormick were of Scotch-Irish descent. His mother, Mary Ann Hall, was a native of Augusta county, and Robert McCormick, his father, was born in Rockbridge county, in 1780.

Robert McCormick, a large and prosperous farmer, the owner of 1,800 acres of excellent land, also operated upon his own estate, in the patriarchal fashion of the large planters of the South, a number of industries, including a flour mill, a saw mill, and a carpenter and blacksmith shop. Endowed with mechanical talent, he invented a number of devices to simplify the labors of the farm, including a hemp breaker, a threshing machine, and a tub-shaped bellows for the blacksmith shop. The idea of constructing a Reaping Machine, as a means of saving much of the heavy work and time consumed in the harvest, had engaged his attention for many years. In 1816, he built a first clumsy machine in his own shop, in which he sought to obtain his object with a row of upright cylinders armed with sickle blades, rotating against a stationary cutting edge. The severed stalks fell on leather straps, which carried them to one side and threw them on the ground. This contrivance illustrated the inventor's ingenuity, but it was not operative. It cost Mr. McCormick many years of disappointing experiment and a large expenditure of money, and, being a failure, it was finally abandoned.

Cyrus H. McCormick, who had gained—partly by inheritance, partly by practice—a love for the mechanical arts, watched his father's experiments with boyish curiosity. He attended country school every Winter, and, in the open months of the year, learned by his own experience in the work of the farm the importance of a machine, which would relieve the husbandman of his heaviest toil in the harvest time. At the age of

fifteen, he invented a grain cradle which enabled him to keep pace in reaping with the workmen. In 1831, he patented a hillside plow to throw a furrow alternately to right and left, and in 1833 another improved plow which he called "self-sharpening."

In 1831, Robert McCormick made another trial with his old machine without success, and thereupon abandoned further efforts.

But meanwhile Cyrus had resolved to make an attempt of his own, and was working out a new principle. The father sought to dissuade the young man from the undertaking, but the latter determined to attempt the task. The difficulty of the problem aroused rather than disheartened him, and his father's work showed the errors to be avoided. The problem was a deep one in the young man's mind. He felt that the grain must be cut in a body and not in wisps, as was intended by his father's upright cylinder, and he finally devised a straight cutting blade, armed with a serrated edge, and placed projecting guard fingers to support the grain at the point of cutting. He built the machine with his own hands in the little hillside blacksmith shop on the farm, and after thorough tests it proved to be the first practical reaping machine ever constructed. It contained the straight vibrating cutting knife with serrated edge, the reel to bend the stalks of grain toward the advancing machine, the platform on which to receive the wheat fitted with fixed fingers through which the cutter vibrated, and the divider to separate gently the stalks which were to be cut from those left standing. These essential elements in the reaper have never been and cannot be dispensed with, and they exist after sixty years of improvement and invention in all the grain harvesters of the world. There was one driving wheel operating the gear wheels and crank, and a platform to receive the cut grain from which it was raked in sheaves; but there was no seat for either the raker or driver. This pioneer machine, drawn by two horses, was tested in a field of oats, in July, 1831, in the presence of the neighboring farmers and to the astonishment of them all. Not only did the family, but the farmers believe that the problem had been solved. It should be mentioned that Mr. McCormick had never seen or heard of any other experiments with a reaping machine, except those of his father.

Mr. McCormick's family rejoiced in his success, and none more heartily than the father. The merits and defects of the machine were eagerly discussed, and, in 1832, the Reaper, then somewhat improved, was employed in cutting fifty acres of wheat, a work which was performed with so much facility that its entire success was fully established. In 1834, the inventor patented the machine. Next year, however, the invention was laid aside for a time, in order that the McCormicks might engage in smelting iron ore, which was then a profitable business. The panic of 1837 ruined their iron industry, cost Cyrus even the farm his father had given him, and compelled him, to the great benefit of mankind, to take up again the introduction and improvement of the Reaping Machine. In the old blacksmith shop, therefore, Cyrus, aided by his father and his brothers, Leander and William, finally began to build machines for sale. The first one was sold for the harvest of 1840; in 1842, they sold half a dozen; in 1843, seven; in 1844, twenty-five; and in 1845, fifty, and in 1845 a second patent was granted for valuable improvements.

Mr. McCormick had the sagacity to see that his principal market must be in the great grain fields of the West, and that the blacksmith shop on the farm, remote from lines of transportation, was inadequate to the needs of manufacturing. In 1844, therefore,



C. A. McCormick



V. M. McCormick

he sent a consignment of machines by wagon and canal to Richmond and thence by water, *via* New Orleans and the rivers, to Cincinnati. Having taken a horseback trip through Illinois, Missouri and Wisconsin for the purpose of introducing his Reaper and obtaining a number of orders, he turned these orders over to A. C. Brown of Cincinnati, in the Fall, and arranged with Mr. Brown for the manufacture of his machines for the western trade.

In 1846-48, some of the McCormick machines were manufactured at Brockport, N. Y., the makers paying a royalty on all they sold. In 1847, Mr. McCormick removed to Chicago, where he built new shops, and in the same year obtained a third patent for additional improvements. The sale, in 1847, amounted to about 700 machines; in 1848, to 1,500.

The original patent expired in 1848, and Mr. McCormick now found himself competing with his own ideas embodied in machines manufactured by others. He had, however, patented many improvements upon the original machine, which enabled him, in spite of this, to maintain his precedence over them all. He obtained additional patents in 1858.

The shops in Chicago were planned for the manufacture of his mowers and reapers upon a large scale, and the home of the industry has been there ever since. The success of the works has been brilliant and unprecedented. From a small beginning, they have since grown to immense proportions, supplying employment at high wages to 3,000 men, disbursing millions of dollars for supplies, and producing latterly 130,000 machines a year. Leander J. and William S. McCormick were given an interest in the business in 1858. The plant was burned in the great fire of 1871, and most men would have been discouraged. But Mr. McCormick decided to rebuild, and there was created even a larger plant than before.

In 1879, the business was incorporated as The McCormick Harvesting Machine Co., with a capital of \$2,500,000, the founder becoming president of the company. He retained the presidency and the management until his death, at which time his son, Cyrus H. McCormick, jr., succeeded him.

After he had ensured the success of his invention in the United States, both by repeated trials in public competitions and by a rapidly increasing sale, he turned his attention to the grain countries abroad. To introduce his Reaper impressively to the attention of the old world, he exhibited the machine at the pioneer World's Fair, which was held in London, in 1851, and redeemed the American exhibit from the charge of being commonplace. His machine was ridiculed by *The London Times*, but its work compelled that journal, after the public trials, to declare that this Reaper would be worth more to the farmers of England than the whole cost of the Fair. After public trials, held by the Exhibition authorities on Mechis's model farm, and that of Philip Pusey, M. P., Mr. McCormick was awarded the Council medal of the Exposition, "for the most valuable article contributed to it" and for "the originality and value" of the Reaper, while the journal of The Royal Agricultural Society reported it as "the most important addition to farming machinery that has been invented since the threshing machine first took the place of the flail."

The grand prize at the Paris Exposition of 1855 was awarded to Mr. McCormick for his Reaper as furnishing "the type after which all others are made, as well as for the best operating machine in the field," and thereafter the most distinguished men of

Europe and America united in bestowing upon him the highest praise. Had his invention been given to the old world first and utilized there thoroughly and with proper spirit, the progress of the United States would have been materially retarded. But the Reaping Machine was an American invention and it at once made the United States the greatest grain producing country in the world. In the course of an argument before the Commissioner of Patents in 1859, Reverdy Johnson announced that the McCormick invention was then worth \$55,000,000 a year to the people of the United States, which amount must increase throughout all time; and William H. Seward, about the same time, declared that, "owing to Mr. McCormick's invention, the line of civilization moves westward thirty miles each year."

In 1861, the Commissioner of Patents, Mr. Holloway, refused an extension of the patent of 1847, on the ground "that the Reaper was of too great value to the public to be controlled by any individual." But he said: "Cyrus H. McCormick is an inventor whose fame, while he is yet living, has spread through the world. His genius has done honor to his own country and has been the admiration of foreign nations; and he will live in the grateful recollection of mankind as long as the Reaping Machine is employed in gathering the harvest."

The McCormick machine won the first prize at the London International Exhibition in 1862, and at the International Exposition in Lille, France, in 1863. During the Paris World's Exposition of 1867, the Emperor Napoleon walked by the side of the reapers, when the McCormick machine was exhibited in a field trial under the supervision of the inventor himself, and was so impressed with its achievements that he decorated Mr. McCormick with the Cross of the Legion of Honor. The Reaper also gained the highest prize at the London Exposition in 1862, and the chief award at the International field trial in Lancashire. In 1863, it was awarded the gold medal at Hamburg, and in 1869, at Altona in Prussia. Honors were showered upon the invention. It won two International medals in 1873, and the highest prizes at the Centennial Exhibition in Philadelphia in 1876. Medals were also won at Sydney in Australia, and at numberless smaller exhibitions. At the competitive trial of the Royal Agricultural Society at Bristol, England, and the Paris Exhibition, both of 1878, the McCormick wire binder won the grand prize, and Mr. McCormick received from France the rank of an "Officer of the Legion of Honor," while also elected a corresponding member of the French Academy of Sciences, "as having done more for the cause of agriculture than any other living man."

The sale of the McCormick machines is now world wide and enormous. In all the grain countries of Europe, in Persia, India and Australia, in South Africa and South America, the whir of its knives is heard in the grain fields. It brought to its author fame and fortune; and, in the prosperity of the works, his brothers Leander and William also shared.

In 1858, Mr. McCormick was married to Miss Nettie Fowler, a daughter of Melzar Fowler of Jefferson county, N. Y. Seven children were born to them, of whom five are yet living, Cyrus H. McCormick, jr., now president of the McCormick Company; Virginia; Anita, who married Emmons Blaine; Harold and Stanley McCormick.

Mr. McCormick was a devout Presbyterian and his nature led him to generous benefactions. As early as 1859 he offered to endow a professorship in The Theological Seminary of the Northwest and to give \$100,000 if it were located in Chicago. The

proposition was accepted, and he subsequently gave the institution further endowments and buildings. He also endowed a professorship at Washington and Lee university in Virginia, and contributed to the Union Theological seminary at Hampton Sidney, Virginia, and the college in Hastings, Nebraska. In 1872, he purchased *The Interior*, the principal Presbyterian newspaper in the Northwest, in order that it might survive.

He died, May 13, 1884, in Chicago, leaving an honored name and a large estate to his family.

CYRUS HALL McCORMICK, jr., oldest child of the great inventor of the Reaper, Cyrus H. McCormick, was born May 16, 1859, in Washington, D. C., where his parents were residing while his father was endeavoring to secure an extension to his patents on his Reaper. When fourteen years old, the young man entered the public schools of Chicago, and at eighteen was graduated from the high school at the head of his class. He at once entered Princeton college and became a member of the class of 1879. In the Autumn following, he entered the business of The McCormick Harvesting Machine Co., serving in several departments in order that he might obtain a knowledge of its various branches. On the death of his father, in 1884, he was elected to succeed him as president of the company, and has continued in that position up to the present time.

March 5, 1889, Mr. McCormick was married at Monterey, Cala., to Miss Harriet Bradley Hammond, a niece of Mrs. E. S. Stickney, of Chicago. They have three children, two sons and a daughter.

For several years, Mr. McCormick has been a director of The Merchants' Loan & Trust Co. of Chicago, and since June, 1889, a member of the Board of Trustees of Princeton university. He is also secretary of the Board of Trustees of The McCormick Theological Seminary of the Presbyterian Church, and was for several years first vice president of The Young Men's Christian Association of Chicago.

Under the present management, the great manufacturing industry of the McCormick company has developed successfully, and its output of harvesting machines is the largest in the world.

LEANDER J. McCORMICK, manufacturer, Chicago, Ill., one of the founders of The McCormick Harvesting Machine Co., was born, Feb. 8, 1819, at Walnut Grove, Va., son of Robert McCormick. He took a lively interest in mechanics from his earliest youth, and not only aided in the development of the original grain cutter but owned a third interest in the first seventy-five mowers manufactured by his father. In 1847, he removed to Cincinnati and with his brother Cyrus built one hundred machines, and, in 1848, joined his brother in Chicago in the more systematic manufacture of the McCormick mowers and reapers. Leander took entire charge of the manufacturing department, and was able to make numerous valuable improvements upon the original patterns, one of them being the introduction of a stand for the raker to ride on the frame work of the machine, removing the great labor of walking. Another improvement was the clear open space under the reel support, to allow leaning and tangled grain to pass over the divider and on to the platform. Yet another was a curved support to the sickle bearer, by which blades of grass and clogging matter would pass over the sickle into this curve, where they would be wiped out by the stubble. Many other inventions of value sprang from his mind, but need not be mentioned. Having amassed a sufficient fortune, Mr. McCormick retired from the concern in 1889, and invested his means largely in stately business edifices in Chicago and has had the satisfaction of witnessing

a great growth in value of his property. One of his public gifts was a twenty-six inch refracting telescope, the largest in the world at the time, to the University of Virginia in Charlottesville, Va. Mr. McCormick has devoted himself in recent years to making a complete set of models, to show the progress in the reaping machine industry from the times of his father. His living children are Robert Hall and Leander H. McCormick and Mrs F. E. Goodheart.

WILLIAM SYLVESTER McCORNICK, banker, Salt Lake, Utah, came into the world on a Canadian farm, Sept. 14, 1837, son of George and Mary Vance McCornick, of Prince Edward county, Ontario, emigrants from Ireland, about 1825. In 1846, he removed to California. For two years he lived by farming and teaming, and, in 1862, went to Nevada, living in Virginia City, Austin, Hamilton and Belmont by turns, and carried on mining and a lumber business, meeting with some success. In 1873, Mr. McCornick engaged in private banking in Salt Lake, under the style of White & McCornick, for two years, the name being changed to McCornick & Co. in 1875, and so remaining until the present day, the subject of this sketch having long since become sole owner. Mr. McCornick has always been engaged in, and he is now treasurer of The Bullion, Beck & Champion Mining Co., and The Anchor, The Brick Yard, The Crescent, and The Lucky Boy Mining Co's, and a number of others; president of The Gold Dust Mining Co., The Gold Belt Water Co., and The First National Bank of Logan; vice president of The Salt Lake & Ogden Gas & Electric Light Co., The First National Bank of Nephi, and The Utah Title & Insurance Co.; and director of The Salt Lake Valley Loan & Trust Co. and The First National Bank of Park City; president and treasurer of The Raft River Land & Cattle Co. of Idaho, and connected with a variety of other concerns. Fortune has come to him as a result of incessant enterprise in a growing country. When, in 1888, the year of the opening wedge, the Mormons conceded to the Gentiles of Utah four members of The Board of Aldermen, Mr. McCornick, who is a Republican, became one of the four, and during four years' service became president of the City Council. He was first president of the Alta club and for two years first president of the Chamber of Commerce. In January, 1867, in Austin, Nev., Miss Hannah Keogh, of Bellville, Ont., became his wife. Their eight children have been Emma, Henry A., Clarence K., Willis S., Louis, Annie, Albert J., and Genevieve.

HUGH McCULLOCH, financier, Washington, D. C., born in Kennebunk, Me., Dec. 7, 1808, died in Washington, May 24, 1895. Obligated to abandon his studies at Bowdoin college on account of health, he studied law, and, upon being admitted to the bar, moved, in 1833, to Fort Wayne, Ind., to practice his profession. In 1835, he was made cashier of The Branch of the State Bank of Indiana, in that city, and, in 1857, became president of the institution. In May, 1863, when President Lincoln appointed him Comptroller of the Currency, Mr. McCulloch resigned from the bank and successfully organized the department at Washington. In March, 1865, Mr. Lincoln appointed him Secretary of the Treasury. In this office, Mr. McCulloch performed enormous labors, paying half a million Union soldiers and sailors the amounts due them at the end of their terms of service, and converting more than \$1,000,000,000 of short time obligations of the Government into a funded debt. He was conservative, loyal and safe, advised paying the public debt as rapidly as convenient, and retired from the Treasury, March 4, 1869, with honor. During 1871-78, as a representative of Jay Cooke & Co.,

he was engaged in banking in London, but became Secretary of the Treasury again in 1884, being, with one exception, the only man who has ever held this position twice. Mr. McCulloch's fortune came largely from investment in wild lands in the West. The development of the country brought value to his property, and made him at one time a very rich man, but he lost a portion of his means by the failure of Jay Cooke & Co., which disaster also impaired his health. He was the last survivor of Lincoln's cabinets.

JOHN GRIFFITH McCULLOUGH, lawyer and financier, Bennington, Vt., first gained the favorable attention of his countrymen by his services during a critical period on the Pacific coast, and, in these later years, has won fresh laurels by sound and conservative management of important enterprises in the Eastern States. He was born on Welsh Tract, near Newark, Del., Sept. 16, 1835, son of Alexander and Rebecca Griffith McCullough. His ancestors were of Scottish blood on the paternal and of Welsh extraction on the maternal side of the house.

Early in life, the boy suffered the bereavement of the death of both parents, his father in 1838, his mother in 1842. The means of the family were not large and the boy grew up under circumstances which taught him self reliance from the start. While the teaching of the schools in the neighborhood was meager, Mr. McCullough made the most of it, and through his own efforts managed in 1851 to matriculate at Delaware college. He was even then a youth of great promise, with an expressive face, large features and rugged determination of character, and when, in 1855, he graduated from the college, it was with honors. In the choice of a profession, Mr. McCullough decided upon the law and fitted himself for practice as an attorney in the office of St. George Tucker Campbell in Philadelphia, and in the University of Pennsylvania, receiving the degree of LL.B. in 1858.

Intense application for several years had by this time impaired Mr. McCullough's health, and after winning his first case in the Pennsylvania courts, he sailed for California in the Fall of 1859, in quest of a climate in which he could throw off the pulmonary weakness which imperilled his life. After testing the advantages of San Francisco and Sacramento, he pushed on to Mariposa county and opened a law office. While delicate in health, and yet more of a student than an experienced man, his striking appearance and vigorous intellectuality, his positive convictions of right and wrong, ardent loyalty to his country, and deep interest in the affairs of the region in which he had established a residence, brought him rapidly to the front. Scarce a year had elapsed before he had managed to gain a sufficient practice to ensure his maintenance, and almost before he was aware of it he was launched unexpectedly upon a public career. California was just then emerging from its primitive frontier condition, and even yet possessed the somewhat tumultuous character of pioneer times. The clouds of Civil War were, in 1860, gathering upon the horizon and, as in Colorado so in California, the Southern element in the population, intensely bitter in sentiment and bent on strengthening the cause of secession, became inspired with the desire to take the State out of the Union. Noisy disputes between the secessionists and the Union men frequently culminated in actual riots, party passion having reached the point of exasperation. One point was gained in favor of the Union by Gen. E. V. Sumner of the regular army, who arrived in San Francisco during the struggle, and by a brilliant manoeuvre superseded Gen. Albert Sydney Johnston in command of Fort Alcatraz, thus putting an end to all attempts to use the military power of the garrison in the interest of secession.



Isaac Bullough

During this period, Mr. McCullough bore a conspicuous part in the effort to arouse the patriotism of the people of the State, and in spite of delicate health, he aided materially to save California to the Union by public argument of the case before popular assemblages. The series of speeches which he made were received with intense enthusiasm by the Union element, and he made his reputation at one stroke, by his courage, eloquence and tact. California's population at that time was entirely composed of new comers from different parts of the Union and from foreign lands. Ability and character made the man in that embryonic rough commonwealth. No other tests were recognized, and by them the young attorney, when tried, was not found wanting. The people of his district insisted, in 1861, upon electing him to the Legislature, and, in 1862, they sent him to the State Senate, while in 1863, at the age of twenty-eight, he was elected Attorney General of the State, a most flattering exhibition of the public admiration of his talents and manliness. For four years, he served the State in the trying position of Attorney General, and then, upon a renomination, failed of election, not because of any lack of approval of his own course, but because new issues had arisen and one of those whimsical changes of popular feeling gave the State for a time to the other party and relegated all his colleagues on the ticket and himself to private life.

This defeat proved very far from a disaster, however. On the contrary, it resulted to his advantage. Opening a law office in San Francisco, General McCullough built up almost at once a highly responsible and remunerative law practice, which he carried on for five years with great success. Many of the leading men of the State entrusted their cases to his management, and the result was exceedingly satisfactory to all concerned.

In 1871, General McCullough paid a visit to the Eastern States, and on August 30 married Miss Eliza Hall, daughter of Trenor W. Park, and, with his young wife, made a most enjoyable tour of Europe. Upon his return, two years more were spent in California in closing up all unfinished business, and General McCullough then left the scene of his brilliant success as a lawyer, and established his home permanently in the beautiful town of Bennington, Vt. Since that day, he has become one of the most valued and popular citizens of the Green Mountain State. He has not been destined, however, to pass his time in retirement, but has been compelled to devote himself to railroad and banking enterprises, both in Vermont and in New York city. He maintains an office in New York and passes several months in the financial center of the continent every year. In 1873, he became vice president and general manager of The Panama Railroad, retaining that position until 1883, when he was elected president of the corporation. In 1888, he retired therefrom. General McCullough's connection with the Erie Railway system dates from 1884, when he was elected a director, and since 1888, to the present time, he has been chairman of the executive committee of the company. In 1890, the stockholders of The Chicago & Erie Railroad elected him president of that company, and he is also now president of The Bennington & Rutland Railroad and The First National Bank of North Bennington, director of The Security & Trust Co., and The Fidelity & Casualty Co. of New York city, and otherwise interested in the management of large properties.

General McCullough remains to this day a loyal Republican, warmly attached to his organization, and he has been active in every annual campaign for the last thirty years. His services are entirely disinterested, because he has no desire for public office and probably could not be tempted to leave the field of finance, except as a public duty.

He is a member of The Sons of the American Revolution, and is also a member of the Metropolitan, Union League, University, Lawyers and Tuxedo clubs of New York. To him and his wife have been born four children, Hall Park, Elizabeth Laura, Ella Sarah, and Esther Morgan McCullough.

ALEXANDER McDONALD, financier, Cincinnati, O., born in Murrayshire, Scotland, in 1836, son of a landscape gardener, went to school in Dalvay and came to America in 1851, settling in Chillicothe, O. In the starch factory of an uncle there, Alexander became practically manager within a year, and later its advance agent. One year was spent in New York city. In 1857, the uncle failed. Mr. McDonald then removed to Cincinnati and began the manufacture of starch under the name of Alexander McDonald & Bro., but, in 1863, opened a store at 57 Walnut street, and began dealing in coal oil on commission as Alex. McDonald & Co., the first consignment, costing 78 cents a gallon in 100-barrel lots, coming in boats from Pittsburgh. The price to-day is from 5 to 8 cents. The brothers organized the first company to deal in oil as merchandise, and later merged the business into The Consolidated Tank Line and next into The Standard Oil Co. of Kentucky, Alexander McDonald becoming president in both cases, and being president to-day and at the head of the largest oil merchandise business in the United States. He is now president of The Consolidated Coal & Mining Co., director of The Cleveland, Cincinnati, Chicago & St. Louis, and The Cincinnati, Georgetown & Portsmouth Railroads, the "Queen & Crescent," The Third National Bank and The Equitable Insurance Co.; vice president of the Art Museum, director of the College of Music and the May Festival association, and president of The Young Men's Christian Association, and was until recently a trustee of Lane Theological seminary. He was once a Douglas Democrat and is now a Republican, and in faith a Presbyterian and an elder. At his home in Clifton, with his wife and the children of his late daughter, Mrs. Edmund K. Stallo, Mr. McDonald looks forward to the evening of life with all the confidence of a man whose talents have been well improved in the fear of the Lord.

RONALD TREVOR McDONALD, manufacturer, Fort Wayne, Ind., born June 24, 1849, in Allegheny City, Pa., is of American parentage but of Scottish descent. The family having settled in Fort Wayne, Ind., young Ronald went to school there. The Civil War found him at the front as drummer boy, and the same alert, fearless and intelligent spirit he had shown while wearing the army blue, manifested itself when he returned to Fort Wayne and entered business life, as clerk in a dry goods store. In due time, he became a partner in Evans & McDonald, wholesale merchants of dry goods, and there acquired the first small nucleus of his present fortune.

About 1880, Mr. McDonald took an interest in the new applications of electricity to practical use, and, in 1881, joined a few associates in incorporating The Jenney Electric Light Co., to manufacture electric lighting apparatus in Fort Wayne under the Langley patents. Of this concern he was a leading spirit, a director from the start and general manager. The Jenney patents were bought in the Spring of 1882, and Oct. 2 manufacture of lighting apparatus was begun on a small scale. To Mr. McDonald belongs the undivided honor of the success, which ended a long struggle for the development and establishment of these works upon an assured basis and their retention in Fort Wayne. Starting with a few thousand dollars of capital, Mr. McDonald and his associates began operations in an old frame building at the railroad tracks west



RONALD TREVOR McDONALD.

of Harrison street. Nothing except the enthusiasm, confidence and tenacity of purpose of Mr. McDonald could ever have carried the infant industry through its fight for a very existence in the early stages of its history, and until a more convenient home became imperative. Their patents were good ones, and the enterprise of the manager was unceasing. Larger quarters were soon taken in a four story building on East Columbia street. Nevertheless, the stockholders did not share Mr. McDonald's glowing hopes as to the future of this business. They had invested about \$1,500 each in the works, and, although a new factory finally had to be built three years later on Broadway on the site of the old Gause mower works, the stockholders neglected to invest more money for an expansion of the business, while exceedingly urgent that dividends should be paid on the stock they had already taken. Mr. McDonald saw great opportunities for the company, and, while employing about two hundred men, chafed at his inability to develop the industry to the proportions which he felt would yield the best returns. In 1887, the M. M. Slattery patents were acquired for alternating incandescent lighting, and manufacture of the apparatus begun under them.

In 1888, fire destroyed the entire plant. Temporary quarters were at once secured in the shops of The Kerr-Murray Manufacturing Co. In July, 1889, the old works had been reconstructed on a larger scale than ever, and the company, under the new name of The Fort Wayne Electric Co., resumed operations with hundreds of skilled workmen. In 1890, a branch factory was opened in Brooklyn, N. Y., but removed a year later to Fort Wayne and merged with the parent plant and the manufacture of motors, power generators and the Wood alternating arc light apparatus begun. The plant had to be extended to accommodate the business.

One of the most interesting events in the history of the Fort Wayne enterprise was its temporary amalgamation with The General Electric Co. in 1890. For purely business reasons, Mr. McDonald consented to enter the Trust, but kept a close watch upon every movement affecting the interests of his own company. Jan. 3, 1893, another fire destroyed several buildings. This fire brought up a new question. Mr. McDonald had made it a condition in his deal with Eastern capitalists that the shops should remain in Fort Wayne; but the fire gave them an unexpected opportunity and they proposed that the industry should be re-established in local factories in Schenectady, N. Y., owned by them and then vacant. An obstinate contest took place over this proposition. Mr. McDonald was loyal to Fort Wayne, fought every inch of the ground stubbornly and finally threatened to resign and to break away from The General Electric Co. The General Electric people then made a diligent effort to get control of the stock. To protect the Fort Wayne stockholders and with their cordial support, Mr. McDonald threw the company into the hands of receivers, broke away from the Trust and organized The Fort Wayne Electric Corporation, capital \$1,500,000, to take over the business of the old company.

This movement carried the day, and it is fair to say that Fort Wayne never gained a greater benefit than by the retention of these works. Hundreds of new homes, now occupied by the company's workmen, would have been vacated had the works been removed. Every retail store would have suffered, and the whole town checked in its activity and prosperity. The burned buildings have since been rebuilt, and the plant is now an enormous one, having a pay roll of from \$20,000 to \$30,000 a month, and a capital of \$4,000,000.

Mr McDonald is now a director in several companies in New Orleans, and director in The Edison Co. of St. Louis, The Maryland Lighting Co. of Baltimore, The Fort Wayne Artificial Ice Co., all the street railroad and lighting companies of Fort Wayne, and, in fact, in forty different companies in the United States. His enterprise, genius and patient labors have conferred great benefits upon his city and made him favorably known throughout the United States.

In January, 1876, he married Miss Lilly Morse at Angolus, Steuben county, Ind. Two of his children have passed away, but Esther is living. He travels constantly to different parts of the country, and has been elected to membership in the New York club of New York, Chicago club of Chicago, Pickwick and Harmony clubs of New Orleans, Fort Wayne club of Fort Wayne, and several other similar organizations. He is an independent Republican in politics, and attended the St. Louis convention of 1896 as alternate delegate at large from Indiana.

ALEXANDER COOEY McGRAW, manufacturer, Detroit, Mich., son of Thomas McGraw, was born in Little Britain, Orange county, N. Y., Sept. 26, 1809, died, Nov. 2, 1893, at his home on Jefferson avenue, Detroit. As a boy and clerk in a shoe store, he gained his first lessons in business and put them in practice as a merchant in the same trade, when he started for himself in Detroit at the age of twenty-three. Mr. McGraw developed his business largely by finally engaging in the manufacture of boots and shoes in Detroit, under the firm name of A. C. McGraw & Co. He was a very energetic man, a good organizer, and upright, and while his life was devoid of exciting episodes, it was a happy and successful one. Formerly established on Jefferson avenue, he moved, in 1890, to a new factory on Griswold street. Mrs. Susan L. McGraw, his wife, and four children survived him.

JOHN McGRAW, lumberman, Ithaca, N. Y., had no advantage of fortune at the outset of his career. Born in Dryden, N. Y., May 22, 1815, he died in Ithaca, May 4, 1877. After years of toil had brought some means, Mr. McGraw engaged in the manufacture of lumber in Michigan, building saw mills in Saginaw, which became the largest in that city. Early profits were devoted to the purchase of large areas of pine lands in the Saginaw valley. In 1850, Mr. McGraw removed to New York city, but in 1861 established his home in Ithaca. He was one of the original trustees of Cornell university, and while living presented the McGraw library and museum to the institution, cost \$150,000. His estate of \$2,400,000 descended mainly to his wife and his daughter, Jennie. The latter subsequently married Prof. Daniel Willard Fiske of Cornell university, and upon her death, Sept. 30, 1881, she strove to leave about half of her estate of \$2,600,000 to the university, giving \$300,000 to her husband, \$869,000 to friends and \$400,000 to various public objects. Professor Fiske contested the will, and finally made himself the possessor of the largest part of the estate. Mr. McGraw was twice married, first to Rhoda Charlotte (daughter of John Southworth), who bore to her husband one daughter, Jennie McGraw, and died, Dec. 14, 1847, and next to Nancy Amelia, sister of his first wife, who died Feb. 29, 1856.

JOHN KNEISBY McINTIRE, merchant, Dayton, O., descendant of a Scotch-Irish family, and son of Samuel McIntire, farmer, came into the world in Lancaster, Pa., in 1831. Leaving the farm in youth, he went into a grocery store in Dayton, O., as a clerk, and brought all the business he could to the store. When of age, he bought a share in the business and carried it on from 1854 until 1876, and then, in order to

engage in larger operations, sold his interest and organized the firm of J. K. McIntire & Co., for the wholesale trade in groceries. This honest pursuit satisfied him also at length, and the business is now managed by younger men, although a part of his capital remains in the house. In 1868, he had become interested in banking, and, as principal owner and president, he manages The Third National Bank of Dayton, prosperously.

JOHN LUKE McKINNEY, oil producer, Titusville, Pa., of Scotch-Irish pedigree, is the grandson of an emigrant from Belfast, Ireland, who surveyed and laid out the present town of Warren, Pa., about 1794, in company with General Irvine, and served in the War of 1812. The pioneer married a niece of Daniel Boone of Kentucky, and became the father of seven children. On his mother's side Mr. McKinney descends from Humphrey Turner, an Englishman, who settled in Scituate, Mass., about 1630. One of his line was a Major on Washington's staff, while another, Col. Luke Drury, was Captain of minute men at Concord, Lexington, Bunker Hill, and the siege of Boston. John L. McKinney was born in Pittsfield, Pa., June 21, 1842, and, at sixteen, took charge of his father's books, and, at nineteen, went into the petroleum business. His first venture proved unsuccessful, but a fortunate strike on the McClintock farm, near Rouseville, made him a wealthy man. The financial crash of 1866-67 swept away all his accumulations, however. Beginning operations once more, in 1868, at Pleasantville, he left that locality in 1869 for Butler county, and regained his former prosperity in John L. McKinney & Co. Feb. 14, 1866, Mr. McKinney married Miss Ida D. Ford of Pittsfield, and has a son and a daughter. In 1882, he became the first president of The Commercial Bank of Titusville, and yet retains this position, while, with J. C. McKinney, his brother, he is interested both in oil producing and in the Titusville Iron Works. In 1884, Mr. McKinney was a delegate to the Democratic National Convention, and ran for Congress, but was defeated. He was elected delegate at large in 1892.

SUMNER THOMAS McKNIGHT, lumberman, Minneapolis, Minn., was born in Truxton, Cortland county, N. Y., April 2, 1836, and is of Scottish descent. He was educated at home, and entered business life as a clerk in a general store. In the Fall of 1862, he settled in Hannibal, Mo., and having gained a little capital by economy and diligence, he formed the firm of S. T. McKnight & Co., lumber merchants, in that city, and in order to enlarge his operations, aided, in 1869, to organize The Northwestern Lumber Co., of Eau Claire, Wis., merging his own business into that concern, of which he has been secretary and treasurer from its origin. Mr. McKnight removed to Minneapolis in 1887, and has since been occupied in harvesting and manufacturing the valuable timber owned by his company. He is vice president of The Northwestern Lumber Manufacturers' Association, and is connected with The Baronet Lumber Co., The Shell Lake Lumber Co., The Montreal River Lumber Co., The Northwestern Lumber Co., and The Flour City National Bank. Mr. McKnight's wife is Eugenie Manville of Ripon, Wis., and his children are Harriette, Carolyn and Sumner Thomas.

LOUIS McLANE, sailor, banker, and railroad president, Baltimore, Md., is a son of the late Louis McLane, United States Senator, Minister to England, Secretary of State, Secretary of the Treasury and president of The Baltimore & Ohio Railroad. His mother was Catherine Milligan. Born in Wilmington, Del., Jan. 20, 1819, and educated in the public schools of his native town and Delaware college, he became a midshipman in the Navy in 1835, and remained in the service until 1850. During this period, he served with the California battalion under General Fremont in

the Mexican War, and cruised on many seas as an officer in the Navy. In 1850, leaving the sea as his father had before him, he entered the employment of Wells, Fargo & Co., in San Francisco, where his ability and energy resulted, in 1855, in his appointment as general agent. He helped found The Nevada Bank of San Francisco and was its president, 1875-82, and was also a director of The Bank of California, The Pacific Insurance Co., and The California Navigation Co. He passed through an exciting period of the history of San Francisco while there, and took an active part in the operations of the Vigilance Committee, formed to suppress lawlessness. Mr. McLane retired from business in San Francisco in 1882, and returned to Baltimore, where he has since been occupied with investments. He inherited some property from his father, but has been in reality the architect of his own fortune. He is now a director of The Seaboard Air Line and The Mercantile Trust & Deposit Co., and a member of the University club. In 1849, he married Miss Sophie Latimer, daughter of Samuel Hoffman, and is the father of two sons and five daughters.

JAMES McMILLAN, financier, capitalist and United States Senator, Detroit, Mich., was born in Hamilton, Ont., May 12, 1838. He was educated at the Hamilton grammar school. While yet a lad, he became clerk in a hardware store. The youth possessed great force of character, and at the age of eighteen was led by ambition to Detroit. Here, at a salary of \$600 a year, he became clerk in a wholesale hardware establishment, and a few years later secured the place of purchasing agent of The Detroit, Grand Haven & Milwaukee Railway. This gave him an opportunity to display his energy, judgment and shrewdness. He steadily rose until he is now at the head of more organizations of importance than any other man in Michigan.

In 1864, with John S. Newberry and others, he organized The Michigan Car Company, for the manufacture of freight cars. The business promptly attained great success, and in ten years' time was one of the largest of its class in the United States. With the capital which it brought him, Mr. McMillan aided in establishing The Detroit Car Wheel Company, The Detroit Iron Furnace Company, and The Baugh Steam Forge Company. These establishments employed, in the aggregate, five thousand men. All of these ventures, under the impulse of his energy, became profitable concerns.

Recognizing the fact that if his city and State were to secure the trade of the iron and copper regions of Upper Michigan, they must have direct railroad communication thereto, he, in 1881, organized and became the president of The Detroit, Mackinac & Marquette Railroad, running from St Ignace to Marquette. The road was subsequently extended to Sault Ste. Marie and Duluth, and the name changed to The Duluth, South Shore & Atlantic Railway, of which Mr. McMillan was president for several years.

He is president of The Detroit & Cleveland Steam Navigation Co., owners of a magnificent fleet of passenger steamers plying between Cleveland, Detroit and Mackinac; president of The Michigan Telephone Co. and The Detroit Railroad Elevator Co.; one of the owners of The Detroit Dry Dock Co. and Dry Dock Engine Works; and a director in The First National Bank, The Detroit Savings Bank, and The Union Trust Co.

Mr. McMillan is a Republican in politics. For three years, he was president of the Detroit Board of Park Commissioners and for four years a member of the Detroit Board of Estimates. He was a Republican Presidential Elector in 1884. In 1876, he was a member of the Republican State Central Committee, and, on the death of Zachariah Chandler, was made chairman, and yet holds that position. In the great

victory of President Cleveland in 1892, owing to Mr. McMillan's splendid work as chairman of the Republican State Central Committee, Michigan went Republican by over 20,000. In 1889, he was elected to the United States Senate, receiving the unanimous nomination of the Republicans. He is a member of the following Senate Committees: District of Columbia, of which he was chairman; Naval Affairs; Pacific Railroads; Post Offices and Post Roads; Corporations in the District of Columbia.

Michigan is, with reason, proud of his benevolence. To the building and founding of the Grace Hospital of Detroit, he has given over \$200,000. He has built a splendid laboratory for Albion college, has donated a rare Shakespearian library to the Ann Arbor university, has erected a building for the Mary Allen seminary at Crockett, Tex., and has contributed liberally to other philanthropic objects. In religion, he is a staunch Presbyterian, but catholic in his views, all religious institutions being recipients of his beneficence. He is a member of the leading clubs of Detroit and Washington, and of the Union League and Down Town clubs of New York. Mr. McMillan was married, in 1860, to Miss Mary L. Wetmore of Detroit, and has four sons and one daughter living. Nature was kind to Mr. McMillan and fortune has smiled on him. Born of Scotch parents, he possesses, in a marked degree, the sterling qualities of that race. Of distinguished appearance, kind, affable, and courteous, possessed of great personal magnetism, a keen judge of human nature, he is a natural leader of men.

WILLIAM McMILLAN, manufacturer, St. Louis, Mo., brother of James and Hugh McMillan of Detroit, was born, Dec. 20, 1841, in Hamilton, Ont., of Scottish parentage. After leaving the high school in Hamilton, he spent six years as clerk in a wholesale hardware house in Hamilton, and, at the time of his marriage, in September, 1862, was yet a salaried man, and kept house the first year on \$600. Four years were devoted to a small retail hardware business on his own account in Ingersoll, Ont., followed by two years in Detroit. In April, 1870, the three brothers McMillan succeeded in establishing The Missouri Car & Foundry Co. in St. Louis, capital \$500,000, William being placed in charge. This company was a success, and its rolling stock is now seen in nearly every State in the Union. The present capital is \$750,000. William McMillan has been president and controlling owner since 1880, and is now also president and owner of The Kansas City Car & Foundry Co., president and treasurer of The Brazoria Land & Cattle Co., in Texas, and the owner of a large amount of real estate in St. Louis, and has other interests. The one surviving child of Mr. McMillan and his wife, Eliza Northrup, is William Northrup McMillan. Mr. McMillan belongs to the St. Louis, Mercantile, Noonday, Jockey and Round Table clubs.

ALEXANDER McPHERSON, banker, Detroit, Mich., born in Scotland, June 7, 1836, came to America in youth. He was educated in the schools of Howell, Mich., and began life as a clerk in a country store in 1854. But he needed larger knowledge and went to school once more, and, receiving a diploma from Cochran's commercial college in 1856, he then became, under more favorable auspices, a general merchant in Howell, Mich., continuing from 1857 to 1865. In 1865, he engaged in banking, which vocation he has since followed, and, since 1890, in which year he moved to the principal city of the State, he has been president of The Detroit National Bank. His life has been one of honorable dealing, thrift, application, and fidelity to duty. He is principal owner of the private bank of A. McPherson & Co., in Howell, Mich., and has large interests in pine lands in the South.

CHARLES MACALESTER, financier, Philadelphia, Pa., born in that city, Feb. 17, 1798, died at his home there, Dec. 9, 1873. The son of Charles Macalester, he graduated from the University of Pennsylvania, and, at the age of fourteen, commanded a company of forty boys, who worked for two days to build a fort on the Schuylkill, made necessary by the War of 1812. For six years, 1821-27, he carried on business as a merchant in Cincinnati, returning then to Philadelphia, to resume business there. At the death of his father, a shipping merchant, Aug. 24, 1832, he inherited a large property, and, in 1849, retired from trade. From that time forward, he bought and sold securities and real estate. Of his wealth, Mr. Macalester made liberal use, contributing freely to charities, and, in 1873, giving a building and site in Minneapolis to what was subsequently called Macalester college. He was president of The Orthopedic Hospital and The St. Andrews Society, and frequently presided over public meetings. One son was born to him, named Charles, now deceased, but his daughter, Mrs. Eliza Lytle Berghmans, survived him. By will, Mr. Macalester left \$5,000 each for the missions, the Board of Education, and the Fund for Disabled Ministers of the Presbyterian church, a large property to Macalester college, and other public bequests.

THOMAS MacKELLAR, LL.D., typefounder, Philadelphia, Pa., son of a Greenock man and mechanic, Archibald MacKellar, was born in New York city, Aug. 12, 1812, and is descended from Henry Brézier, a Frenchman and Huguenot, who emigrated to New Amsterdam in 1635, and received a land grant of thirty-three acres from Governor Kieft in the city in 1645. The first earnings of Mr. MacKellar were gained as an errand boy, and later as a printer's boy in the office of *The New York Spy*, and the most of his actual education was acquired as a printer. During 1828-33, he toiled in the printing office of J. & J. Harper, and became noted for neatness and accuracy in type setting. In 1833, he removed to Philadelphia, to take charge, as foreman, of the composing room of the type foundry of Lawrence Johnson, founded Nov. 1, 1796, and there entered upon his first really hard work, working eleven and sometimes fourteen hours a day. A large publishing business was carried on under his direction.

Mr. MacKellar became widely known for the odd and original wordings and the magnificence of the Specimen Books of the type foundry. One edition cost \$40,000.

At last, in 1845, Mr. MacKellar bought a small interest, and, in 1861, after Mr. Johnson's death, became senior partner, and is yet at the head of the firm, now known as MacKellar, Smiths & Jordan. In 1856, Mr. MacKellar started and for thirty years edited *The Typographic Advertiser*. He afterward issued "The American Printer," which has now reached its eighteenth edition. Among his other works are "Rhymes Atween Times," "Hymns and Psalms," and various smaller books, and he has also written much for periodicals and newspapers. The type foundry has prospered under his direction, and he is connected now with The Philadelphia & Reading, The Lehigh Valley, The North Pennsylvania, The Northern Pacific, The Western New York & Pennsylvania, and The Bound Brook Railroads, The Lehigh Navigation Co., The Guarantee Trust Co., The Girard Insurance Co., The Reliance Insurance Co. (having been a director of the last three for years), The Penn Gas Coal Co., and over forty other corporations, which denotes him a man of affairs as well as of wealth. Among his social connections are the Academy of Natural Sciences, The Pennsylvania Historical Society, and The Society of Political and Social Science. His title of Doctor of Laws was bestowed by the University of Wooster, O.

Sept. 27, 1834, Eliza Ross became Mr. MacKellar's wife, and lived until April 29, 1871. Their children are named Harriet, Eliza, Agnes, Ella, William Brasher, Abigail, Helen Janet, Linda, Catherine Lewis and Thomas Sutton.

THEODORE MACKNET, merchant, banker, and insurance president, Newark, N. J., a native of that city and one of its most highly respected residents, was born Dec. 15, 1831, and died greatly lamented, July 5, 1889. He was a Scot by descent. His father, Charles S. Macknet, born in the old country, emigrated in time to America and established himself in Newark as a retail merchant of hardware, subsequently adding a large wholesale branch to his business and in his later years becoming president of The National State Bank of Newark. The senior Macknet was a prudent, able, and excellent man, and when his son succeeded him in business, the latter, who was in every way worthy of the confidence of his fellow citizens, inherited the respect and good will entertained for the founder of the house.

The subject of this memoir, being destined for a business career, received a sound education at the Newark academy, and then without delay entered his father's hardware store and promptly learned every detail of its trade. When his father died, in 1878, Mr. Macknet continued the business under his own name, infused new energy into its affairs, carried it on with increasing success, and soon took rank not only as a man of large means, but as one of the most progressive citizens of Newark. He invested his surplus funds mainly in important financial institutions, in whose management he bore an active part.

In 1878, he was elected president of The National State Bank and to this institution devoted eleven years of arduous labor, retaining the presidency until shortly before his death. When his strong hand took the helm, this institution lacked strength, and he applied himself at once to overcome this condition. By his practical business methods, his upright character, and close attention to every requirement, he made the bank one of the strongest in New Jersey. Of The Mutual Benefit Life Insurance Co. of Newark, he was the valued treasurer, and he served also as a director in The Firemen's Insurance Co.

Mr. Macknet had little taste for political life, but men of influence and sound judgment are continually sought for official position, and Mr. Macknet departed from his usual rule at one time far enough to serve his fellow citizens twice in the State Legislature, 1871-72, and as a member of the Newark City Council, 1872-73. He preferred business pursuits and philanthropic enterprises, however, and for many years directed the affairs of The Young Men's Christian Association of the city as its president. The association had fallen into decay and Mr. Macknet reorganized it, procured the funds for a handsome hall, and placed its affairs upon a permanent basis of prosperity. He was also president of the Board of Trustees and one of the most prominent members of the First Presbyterian church.

Married, May 13, 1858, to Miss Eliza A., daughter of Jacob Henry Dawson, of Newark, he was the father of three children, whose names are Charles S. Macknet; Eliza A., wife of Robert Clarence Dorsett, of New York city, and Caroline A. Macknet. Mrs. Dorsett alone survives. Mrs. Macknet died March 18, 1894.

CHRISTOPHER LYMAN MAGEE, promoter, Pittsburgh, Pa., born in that city on Good Friday, April 14, 1848, entered the high school one grade behind a brother, two years older, and, by extra study, graduated in the same class with his brother. Hav-

ing taken a course at Western university, Mr. Magee began life as clerk, without a dollar of money, to the City Comptroller. In 1869, he became cashier of the City Treasurer, and, in 1871, was elected City Treasurer by a majority 2,600 higher than the Mayor received, and re-elected in 1874. Mr. Magee has ever since been active in politics, winning the place of a Republican leader, serving twice as secretary of the State committee, and attending every Republican national convention since 1876, as a delegate. For ten years, he held the office of Fire Commissioner in Pittsburgh, and as virtual ruler of municipal affairs, reduced the city debt from \$15,000,000 to \$8,000,000. In 1880, he was one of the famous 306 who stood out for General Grant. During the early days of natural gas, he aided in utilizing this new fuel and made considerable money, which he applied to real estate. In 1884, he bought *The Pittsburgh Times*, and, as president and editor, built the circulation up from 1,500 to 60,000 a day. From the profits, an eight story office building has been erected. Mr. Magee also organized and became president of The Duquesne Traction Co., and is also president of The Transverse Railway Co., and a director of The Citizens' Traction Co., The Pittsburgh, Allegheny & Manchester Traction Co., The Pittsburgh, Allegheny & Manchester Passenger Railway, The Freehold Bank, The Pittsburgh Trust Co., The Western Insurance Co., and The Allegheny County Electric Light Co. With his wife who was Eleanor L. Gillespie, daughter of a well known Pittsburgh merchant, Mr. Magee occupies a handsome house and entertains frequently.

GEN. GEORGE JEFFERSON MAGEE, of Watkins, N. Y., is a son of the late John Magee, a successful banker in Bath, N. Y., and investor in coal mines in Pennsylvania, who was interested in the organization and construction of railroads in New York and Pennsylvania and for four years held a seat as Member of Congress.

General Magee was born at Bath, Steuben county, N. Y., March 17, 1840, and was educated in the schools of Bath, Albany and Lawrenceville, N. J., graduating from Princeton in 1860. His parental ancestors came from County Antrim, Ireland, after the American Revolution and settled near Easton, Pa. His mother's father came from Ayrshire, Scotland, and his mother from the North of England, settling about the same time in Loudon county, Va. General Magee found his first employment in The Steuben County Bank at Bath, then at the mines at Fall Brook, Pa., and next, after about eighteen months' absence in Europe, in the office of The Fall Brook Coal Co. in Watkins, N. Y. On the death of John Magee, president of that company and of The Blossburg & Corning Railroad Co., General Magee became vice president of each, and upon the death of the late Duncan S. Magee, in June, 1869, became president of both companies.

At the death of his father, April 5, 1868, General Magee inherited a large property and has since been occupied with the interests which engrossed his father's attention, being a trustee of his father's estate, which included the entire ownership of the bituminous coal interests, represented by The Fall Brook Coal Co., in Tioga county, Pa., together with the railroad property connected with them. The development and extension of those interests have been the life work of General Magee. He secured the building of the The Wellsboro & Lawrenceville Railroad, now a part of The Fall Brook railway system and projected and secured the building of The Syracuse, Geneva & Corning Railway and The Pine Creek Railway, so that beginning with ownership, by the estate of his father, of a railroad line fifteen miles in length with a



Gen. Magee

capitalization of less than \$500,000, an equipment of ten locomotives and a corresponding number of cars, the lines of railroad now owned by the same interest aggregate about one hundred miles with a capital stock of \$5,000,000 and an equipment of seventy-six locomotives and 3,300 cars, used in operating 250 miles of owned and leased lines. The old Blossburg Railroad, fifteen miles in length, was the nucleus and is now a part of the through line of railroad known as the Fall Brook system, reaching from The New York Central & Hudson River Railroad at Lyons and from Geneva to Williamsport, Pa., a distance of 185 miles, connecting with The Philadelphia & Reading road. These extensions and connections have been made during the presidency of General Magee and were planned and carried to successful completion by him. The Cowanesque Valley Branch of the same system has been built in the same period from the main line to Ulysses in Potter county, Pa., soon to be connected with The Coudersport & Port Allegany Railroad, making a western connection. Besides these railroads, General Magee was the projector, contractor and first general manager of the well known Beech Creek Railroad, having 150 miles of line and now a part of The New York Central system, reaching from Jersey Shore on The Pine Creek Railway to coal mines in Clearfield and Cambria counties, Pa.

He is now the president of The Fall Brook Coal Co., The Fall Brook Railway, The Morris Run Coal Mining Co., The Tioga Improvement Co., and The Syracuse, Geneva & Corning Railway Co.; vice president of The Pine Creek Railway; and a director of The Chest Creek Land & Improvement Co. of Cambria county, Pa., The Beech Creek Channel Coal Co. of Clearfield county, Pa., The Beech Creek Railroad, The Central Dock & Terminal Co. of Buffalo, N. Y., The North River Coal & Wharf Co. of Jersey City, and of The Knickerbocker Trust Co. of New York city. His military title was received in 1869, under appointment by Governor Hoffman, as Paymaster General of the State of New York. He is a member of the Lawyers', University, Manhattan and Princeton clubs of New York city. General Magee's wife is Emma Stothoff of Burdett, Schuyler county, N. Y., and their children are John, Arabella H., Anna M., Lusy and George J. Magee, Jr.

FRANK ALLAN MAGOWAN, manufacturer, Trenton, N. J., affords the most conspicuous and most remarkable instance of business success ever known in the capital city of New Jersey. In 1881, he was a "drummer" for the Whitehead Rubber Co. To-day he is a millionaire and president of The Trenton Rubber Co., The Empire Rubber Manufacturing Co., The Trenton Oil Cloth Co., The Eastern Rubber Manufacturing Co., The Trenton Watch Co., and The Trenton Plush & Velvet Co. He started all these enterprises and is the largest stockholder in each one. He is also president of The Central Jersey Traction Co. and The New York & Philadelphia Traction Co., the most extensive system of electric railways in this country, and a director and the largest stockholder in The Trenton Potteries Syndicate, as well as a director and stockholder in numerous other enterprises.

Frank Allan Magowan was born in the city of Trenton on Aug. 5, 1859, of ancient and honorable though not of titled lineage. His father is yet living, of Scotch-Irish parentage and numbers among his ancestors some of the most prominent families of the two countries to which he traces his family. Emily Provost, wife of the latter, is of French extraction, and was lineally descended by unbroken succession from the first member of that old and honorable family, who arrived in this country in 1631. In



Frank A. Magowan

1878, Frank A. Magowan was united in marriage to Mary Emma Hillman, of Trenton, and the fruit of this union is five children—Frank A. Magowan, jr., Spencer A., Donald T., Emily P., and Elizabeth L.

With little capital, but with brains, energy, resolution and a magnificent physique, young Magowan began his business career, after graduating from the State model school, by serving as travelling salesman for The Whitehead Rubber Co. His success was so pronounced and remarkable that he was soon made the general manager of the whole business. But he was of too enterprising a character to remain long in even the most honorable subordinate capacity, and, in 1881, began business for himself by starting The Trenton Rubber Co. The enterprise was instinct with the phenomenal vitality and business foresight, which have earned for Mr. Magowan the title of "the hustler," and was a success from the start. It soon outstripped all competitors, but by no means exhausted the sources of Mr. Magowan's energies, which overflowed into and successfully managed several other great enterprises. He successively established The Empire Pottery Co., The Empire Rubber Manufacturing Co., The Trenton Oil Cloth Co., and the other establishments mentioned in the opening paragraph of this sketch. His success was meteoric and almost dazzling, but seems also solid and enduring. The staid business men of the conservative old city of Trenton, who had never seen anything like it, gasped and held their breath, while they gazed, wondered, admired and envied. It has become a commercial proverb in Trenton that anything Magowan puts his hand to succeeds.

Mr. Magowan has been too busy to devote much time to the cultivation of social pleasures. He is a member of the Manhattan and Berkeley clubs of New York city, of several local clubs and societies, and of The Sons of the Revolution, The Holland Society, The Society of the Colonial Wars, and of The Trenton Battle Monument Association, in whose patriotic work he took a leading and enthusiastic part.

The estimation in which Mr. Magowan was held by his fellow citizens of Trenton was shown in 1887, when he was induced to accept the Republican nomination for Mayor of the city, and was elected by over a thousand majority, the first Republican Mayor of Trenton since 1861, a period of more than a quarter of a century. He carried into that office and gave to the public the same fertility of resource and splendid executive abilities, which had won success in business. His first message to the Common Council was such a model document as to attract wide attention, being published in full in a leading New York newspaper, and referred to in many other prominent journals, as exhibiting municipal statesmanship of a high order. Mr. Magowan introduced and carried through, against the desperate opposition of old fogysm, several measures of public importance, including a complete system of sewerage, the consolidation of what may be called the mother government with several contiguous little municipalities, the acquisition of the largest and most beautiful public park in New Jersey, the building of several great bridges, which add immensely to the city's means of inter-communication, and several improvements of kindred value and importance. When Mr. Magowan retired from the mayoralty at the end of his second term, to which he was re-elected by an immense majority, it was universally conceded that he had done more for the development and advantage of Trenton, than had been accomplished in the preceding half century. By his sagacity and indomitable resolution, he lifted the conservative little old town of thirty odd thousand population, out of the ruts

in which it had been dozing, and planted it a city of sixty thousand people, among the live and progressive cities of the country.

Since that brilliant and remarkable episode in Mr. Magowan's career, he has often been in demand for other political distinctions, has been repeatedly urged to accept another nomination for the office of Mayor, for the Senatorship, and for other positions; but he has resolutely declined, because his numerous great enterprises demand all his time and energies. His name has also been prominently mentioned in connection with the Republican nomination for Governor of the State.

DWIGHT DAVIDSON MALLORY, packer, Baltimore, Md., born April 10, 1837, in Fairhaven, Conn., received an education in the local schools and engaged in business, in 1854, as clerk for a grocer. In 1856, he went to Detroit, Mich., found employment there, and, in 1862, removed to Baltimore, and devoted himself to an industry with which he had first become familiar as a boy in Fairhaven, namely, the packing of oysters, which is a famous product not only of Connecticut but of Maryland and the Chesapeake Bay. In this vocation he has grown prominent. Fruit is packed, to some extent, and a portion of Mr. Mallory's savings have been invested in western lands to good advantage. This short story of his life may seem prosaic, but it is an excellent illustration of the good fortune which attends an honest man, who has a spirit to work, the intelligence to guide his operations, and the gift of steadfast continuance in his chosen vocation.

EDWARD MANNING, merchant and banker, Keosauqua, Ia., was born, Feb. 8, 1810, in Coventry, Conn., the son of Calvin and Desire G. Manning. At the age of sixteen, he became clerk in an uncle's store and later clerk and law student under another uncle in Bethany, Pa. In 1831, he started a general store in Canton Corners, Bradford county.

In 1836, James Manning and he went to St. Louis by steamboat, and in Saline and Jackson counties, Mo., bought some land, but finally, detesting the institution of slavery, they removed to Iowa, where, in January, 1837, with four other men, Mr. Manning and his uncle bought a half breed claim and laid out the town of Keosauqua. In 1839, a general country store was opened in Keosauqua by Mr. Manning, the stock for which was brought from New York city by the ocean route to New Orleans and thence up the Mississippi river. In a short time, Mr. Manning was engaged in business at other points on the Des Moines river, buying pork and produce from the settlers and shipping the same to St. Louis and New Orleans by flat boats, built in the Winter, launched in the Spring and floated out of the river on the Spring freshets. In 1851, when impassable roads had left the country destitute of necessities, he brought up a well loaded steamer to Fort Des Moines, and a new steamboat was afterward named *Edwin Manning* in his honor. He was a commissioner for the improvement of the Des Moines river. Mr. Manning was successful in mercantile enterprise and has dealt largely in lands in Iowa and in local real estate, and helped to establish banks, and even now, at the age of seventy-five, he is president of Manning's Bank in Keosauqua, The Iowa National Bank of Ottumwa and The Chariton Bank of Chariton. Since Mr. Manning settled in Keosauqua, that spot has been successively part of the domain of the Territories of Michigan, Wisconsin and Iowa and the State of Iowa. During the Civil War. Mr. Manning aided enlistments and was the first man in Iowa having sufficient courage to buy Government bonds. He has read *THE NEW YORK TRIBUNE* for fifty years.

Married, March 8, 1842, to Miss Sarah J., daughter of William S. Sample of Lee county, Ia., he was left a widower, June 1, 1857, with three children, Anna G., Calvin and William S. Nov. 3, 1859, he married Miss Nannie Bryant, adopted daughter of Joseph A. Wright of Indiana, by whom he has had five children: Albert, Edward Bates, now deceased; William Stanley, Craig and Katie W.

ALBERT MARBURG, manufacturer, Baltimore, Md., born in Baltimore, Sept. 21, 1857, gained an education in English and German private schools, and found his first employment in life as office boy in a wholesale notions house. After the labors of a few years, he engaged, in 1877, in the manufacture of smoking tobacco, and aided in the slow but steady development of a business, which in the end became so large that his firm of Marburg Bro's was solicited to unite with The American Tobacco Co. The factory was sold to that organization in 1892, the firm taking stock in the new company, and they have since conducted the works in Baltimore as The Marburg Bro's Branch of The American Tobacco Co. Theodore and William A. Marburg, the other members of the firm, are both active in the Tobacco Trust, both frequent visitors to New York city, and both members of various clubs of high standing there.

GEORGE BUSCHAR MARKLE, coal miner, Hazleton, Pa., who died at the home of his son, John, in Hazleton, at the age of sixty-seven, Aug. 18, 1888, was one of the prominent coal producers of Pennsylvania. About 1849, Mr. Markle found employment at Hazleton with Ario Pardee, and about 1857 began operating anthracite coal beds at Jeddo, on his own account. The Jeddo basin contains millions of tons of the finest hard coal in the world. Geo. B. Markle & Co. operated the Jeddo, Highland and Oakland collieries. Feeling an interest in transportation routes, Mr. Markle promoted The Lehigh Valley Railroad, of which he was a director. He retired from business in 1879. Alvan and John Markle, sons, survive him. Alvan is a coal miner and president of The Markle Banking & Trust Co., The Hazleton Manufacturing Co., The Lehigh Traction Co. and The Sentinel Printing Co., as well as a member of the Lotos club of New York city and The Blooming Grove Park Association. John Markle has already shown his merit. A year before George B. Markle's death, several of the miners of the Jeddo region, including the Harleigh, Ebervale and Jeddo collieries, were flooded by a Spring freshet, which opened crevices in the earth, drove the men out of the workings and submerged the galleries beneath a vast accumulation of water, in which condition the mines remained for eight years. Every effort to clear them of water was a failure, until John Markle, son of the subject of this memoir, conceived the plan of a drain or tunnel, five miles in length, passing underneath two mountains and ending in Butler creek in the valley below. A. S. Van Wickle & Co. and M. S. Kemmerer & Co. gave their co-operation, and the tunnel was begun in 1891 and finished in 1895, the mines then being slowly drained of water. John Markle is a member of the Calumet, University and Vaudeville clubs of New York city and The Blooming Grove Park Association.

ALLEN MARTY has always been a Western man. Born in Monroe, where the court house of Green county, Wis. is situated, Jan. 18, 1852, the son of Matthias and Amanda Marty, he is one of the few prominent men of Swiss descent in this country, the Martys having originated in the Canton of Glarus in the mountain Republic. The mother was a Scot by lineage. Mr. Marty settled in Kansas City, Mo., in youth and went to school there; so that his birth, training and aspirations are Western. Hard

work in early life, a position in a bank, the management of one, and operations in real estate in the growing city of his home, sum up the essential points of his career. He is one of the men swept into riches by the rush of population to a town, whose merchants had made it a center of a far reaching trade and a hive of industrial activity. Life has been a quiet one with Mr. Marty—no political office, no large corporations, no clubs and little else outside of purely business transactions having interrupted the even tenor of his way. Dec. 15, 1874, he married Nellie A. Gates, daughter of a prominent merchant of Kansas City, and they have three sons—Jemuel, Arthur Matthias and Samuel Clinton Marty.

EDWARD MARTIN, railroad builder, born, Feb. 18, 1811, on a farm in Dutchess county, N. Y., son of John and Isabelle Fulton Martin, the latter a relation of Robert Fulton, died, Dec. 3, 1893, at the home of his niece, Miss Serena Martin, Red Hook, N. Y. The old Martin homestead, built by his grandfather, Gottlieb Martin, the rafters of which were placed on the stone walls, July 4, 1776, and the stone house of Hendrick Martin, Gottlieb's father, who emigrated to the Beekman patent in 1727, are both yet standing. Edward Martin left the farm, a youth of seventeen, and landed from the Hudson river steamboat in New York city with \$5.00 in his pocket and his clothing in a bandanna handkerchief. In the shops of the West Point Foundry, Beach and West streets, William Kemble, manager, he learned the art of design and helped build an engine for The Charleston & Hamburg Railroad in South Carolina, said to have been the first locomotive built in America which ever drew a train of cars.

About this time, Robert L. Stevens employed Mr. Martin as engineer for The Camden & Amboy Railroad & Transportation Co., and a division of the road was built by him. Mr. Martin started for Chicago in 1835, being three weeks *en route*, but arriving before the first sale of public lands. How much he purchased and at what price is not known; but it is fair to assume that he invested as much of his savings as possible. One fact is clear, he bought property for \$1.25 per acre, which he could have disposed of afterward at \$2,000 per acre. Journeying to Mississippi, he worked for five years in railroad building, but continued to buy Western lands. In 1842, he went to Cuba to direct the construction of other railroads, and later returned to New York, where Mr. Stevens made him treasurer of The Hoboken Land & Improvement Co. and assigned him to duty in connection with The Camden & Amboy Railroad. His next service was as a civil engineer on the line of The Hudson River Railroad, and, in charge of a locating party, he laid out the road from Albany to Hyde Park. He then accepted the general superintendency of the old Galena & Chicago Railroad for a few months.

Many acres in and near Chicago belonged to Mr. Martin. One year, he raised 40,000 bushels of corn on land he had purchased for \$1.25 per acre, a yield of seventy bushels per acre, selling the same for 95 cents per bushel. In 1877, he gave a 160 acre vegetable farm to the Reformed Episcopal church of Chicago, on certain conditions, to be used as the site of a university, but the gift lapsed. Mr. Martin gave largely to churches, irrespective of denomination. He was abstemious in personal habits and a man of high character. Worth, at one time, \$3,000,000, he gave a million to relatives.

ANTHONY LAWS MASON, financier, who died in Kansas City, Mo., Nov. 20, 1892, was born in Orleans county, N. Y., Dec. 7, 1827, son of Anthony Mason, a Connecticut man, who had moved to Orleans county in 1820, and cleared a farm on which he lived for over forty years. The wife of Anthony Mason was Sophia, daughter of Oliver

Davenport, of Franklin county, Mass. Anthony L. Mason made his first money by peddling apples to passengers on the Erie canal, and had accumulated \$700 when twenty-one years of age. In 1848, he went to Galesburg, Mich., and spent twenty-two years in mercantile pursuits and milling. In 1870, having sold his interests in Galesburg, he moved to Kansas City, and invested heavily in city lots, and was at times the only man who kept at work in times of depression. He also entered extensively into the live stock business, being by 1878 the owner of 4,500 head of cattle.

Mr. Mason was early interested in politics and when twenty-four years of age was elected a Supervisor in Michigan, and was also Superintendent of the County Poor Farm for a number of years. He served a term in the Michigan Legislature, 1868-69, and in 1878, reluctantly became the Republican nominee for Mayor of Kansas City, but was defeated. Mr. Mason's first wife, whom he married in 1850, was Miss Jeanette, daughter of Charles Beckwith of Kalamazoo county, Mich. She died in February, 1875. In June, 1876, Mr. Mason married Miss Anna M. Askew, a daughter of Isaac and Eliza beth McElroy Askew of Belmont county.

In 1875, when The Bank of Kansas City was organized, Mr. Mason was elected a director, and, in 1877, became vice president. He was also a member of the original Board of Trade, and a most efficient member of the building committee having charge of the erection of the old Merchants' Exchange Building. Mr. Mason will always be remembered for his labors in effecting a reduction in freight rates to and from St. Louis and the East, through the operations of The Kansas City & Missouri River Transportation Co., incorporated Feb. 3, 1890, capital \$135,000. Mr. Mason belonged to the Masonic order, and was a Methodist, but liberal in his religious views and a generous donor. Mrs. Mason and three daughters survived him. Two of the daughters were by his first wife, Fannie, wife of O. H. Dean, lawyer, and Mrs. Maude Graham Nickals, until lately of Minneapolis, Minn. By his second marriage, he had one child, Miss Cordelia Mason. Mr. Mason's estate is valued at about \$5,000,000.

JOSHUA MATHER, banker, Utica, N. Y., born Feb. 21, 1825, in Schuyler, Herkimer county, N. Y., died in Utica, Aug. 18, 1893. The progenitor, the Rev. Richard Mather, of England, settled in Boston in 1635, and Dr. Increase Mather, Cotton Mather and other men of historic fame were his descendants. Asaph Mather, in the fifth generation, was born in East Lyme, Conn., and after two removals became one of the pioneers of the Mohawk valley, in New York State, in 1792, making his home at what is now known as Schuyler. Joshua, son of Asaph, had the honor to be elected for over fifty years consecutively both Justice of the Peace and Supervisor, and, having married Miss Cornelia Willis, daughter of the Rev. Joseph Willis, a Methodist clergyman, in 1810, became the father of Lucinda, Wesley, Asaph D. and Joshua Mather, the latter the subject of this memoir.

Joshua Mather toiled either on his father's farm or over his books at a country school until 1847, when he removed to Utica, N. Y., and went into partnership with his brother Asaph in the grocery business. Both were men of sense, capable and vigorous and gained large means in the business. During the Civil War, they were among the few who placed unbounded faith in and subscribed liberally to the then discredited securities of the Federal government. In dark hours of the War, other capitalists would sacrifice their bonds at any price they could obtain, but the Mathers bought all their means would allow. When the War was over, the brothers were rich men,

the once depreciated securities of the government not only having risen to par but even commanding a premium.

In 1866, they gave up the store, and on the same spot established the private bank of A. D. Mather & Co. Asaph died in 1880, and Joshua became the head of the house, Charles W. Mather, a nephew, being then admitted. The old name was retained. In 1887, Mr. Mather obtained control of the then inefficient and almost useless system of street railroads in Utica. After re-equipment of the roads, they became a great property, and, in 1890, Mr. Mather sold them to a syndicate of New York capitalists. He was fond of local real estate as an investment, and rated as the heaviest tax payer in the city.

RICHARD VANSELOUS MATTISON, Ph.G., M.D., manufacturer, Ambler, Pa., born Nov. 17, 1851, is a native of the township of Solebury, Bucks county, Pa., and son of Joseph Jones Mattison and Mahala Vanselous, his wife. The father was a farmer, builder and contractor. The first Mattison to arrive on the shores of the new world, at least the first one of this line, came from the County of Bucks, England, on the ship *Friend's Adventure* with William Penn, the first ship having been the *Welcome*. The family were Friends, of feudal Scotch origin, and once belonged to the Highland clan of MacMathan, County of Ross and Cromarty, in the Highlands. The chief of the clan was originally a viking, sea robber or pirate, in the fourth or fifth century. Sir Kenneth, Sir James and Sir Donald Matheson are well known large land owners in Scotland.

Richard V. Mattison was educated in the public schools, the Philadelphia College of Pharmacy and the University of Pennsylvania. The Scotch arms and insignia of this family are "Defiance to all Comers" and the motto has been expressed in the life of the present representative, who has made a great success in business, in spite of the greatest sort of opposition and competition, being now worth more than a million in cold cash, created from a borrowed capital of \$1,000. Declining the family's offer of money, when starting in business in 1873, Dr. Mattison began life as a manufacturing chemist in a small way, with a positive determination to succeed, and is now the owner of a very large business, trading with all parts of the world. He has gradually created an enormous manufacture of magnesia and other chemicals; and the works in Ambler, Pa., are an important enterprise, with very high credit, conducted by The Keasbey & Mattison Co., of which Dr. Mattison is president. Trade marks and patents of great value belong to them, and offices are maintained in New York city, Boston, Chicago, Cleveland and Cincinnati. Dr. Mattison is the patentee of various things, and, while yet only in middle life, has time to go to Europe occasionally; and other persons are often helped toward success by him, not only with advice which is always valuable but with money. Dr. Mattison was once president of The Philadelphia Drug Exchange and is now president of The Ambler Electric Light Co., The Magnesia Covering Co. of Philadelphia, The National Lathe & Tool Co., The Ambler Spring Water Co. and The Real Estate & Improvement Co., and is the largest land owner in the township of Upper Dublin and owner of the famous Aquatone Spring, the largest in the Eastern United States except in Florida.

He belongs to the Manufacturers' club of Philadelphia and many societies. Esther Dafter, of English descent, became Mrs. Mattison at Hightstown, N. J., Nov. 4, 1873, and to this couple have been born Richard V. Mattison, jr.; Esther V. Mattison, who died at the age of four; and Royal Mattison.

NOBLE MAXWELL, merchant and banker, Boston, Mass., born on a farm in Bowdoinham, Me., April 9, 1792, died in Boston, Sept. 13, 1887. A son of Capt. James Maxwell, he began life as a seafaring man, and, in the scantily paid, perilous and laborious calling of a sailor, acquired the habits of economy and spirit of adventure which lay at the foundation of his subsequent success. One promotion followed another, as his ability to navigate a vessel increased, until finally he took command of a ship. Then he took shares in vessels, and had already gained a moderate fortune before he left the sea. His wealth was greatly increased on shore by judicious investments in bank stocks and other securities. He had no family of his own and left a property of \$1,950,000 to be divided among about forty relatives.

PETER HELMS MAYO, a leading manufacturer of Richmond, Va., has deserved and achieved the success which he has attained in business, by his untiring energy, unsullied integrity, purity of life, amiability, and unselfishness, and a kindness and liberality which are worthy of admiration and imitation by all. It is difficult to overestimate the influence for good of an example such as his upon young men embarking in business. Mr. Mayo belongs to an old Virginia family of the highest social position and influence. Son of the late Robert Atkinson and Sarah Taliaferro Mayo, he was born in May, 1836, at "Powhatan Seat," the home and burial place of the Indian chief, Powhatan, father of Pocahontas, and the homestead of the Mayos since 1726. He is the sixth in descent from Major William Mayo, a distinguished civil engineer, who came to this country from Frome, Wiltshire, England, by way of Barbadoes, in 1720, and of whom Col. William Byrd speaks in his "Westover Manuscripts" as one of those who, under appointment with him and other "Royal Commissioners," ran, in 1728, "the Dividing Line between Virginia and North Carolina." He also laid off (at Colonel Byrd's request) the cities of Richmond and Petersburg, Va. Robert Atkinson Mayo, after two voyages to Europe, returned to Richmond and became one of its most successful and esteemed citizens, for several years representing his native county of Henrico in the Legislature.

Educated in Richmond and at the Norfolk military academy, Peter H. Mayo, when sixteen, entered his father's tobacco manufacturing business, conducted in Richmond since 1830, of high repute, and then carrying on an extensive trade, domestic and foreign. Beginning at the "bottom round," he thoroughly familiarized himself with the various departments of the enterprise, step by step. In May, 1861, after the secession of Virginia, Mr. Mayo and his two brothers, J. H. F. and W. S. P. Mayo, enlisted as privates in the Governor's Mounted Guard, 4th Va. Cav., Confederate States army. All three of these men received promotion in time, in consequence of their worth and business qualifications, the subject of this sketch being made Captain and Quartermaster in charge of railroad transportation of supplies and troops to and from Richmond. Surrendering with the Army of Northern Virginia under Gen. Robert E. Lee at Appomattox, in April, 1865, Peter H. and W. S. P. Mayo returned to Richmond under parole, to find their business overthrown, their plant having been used as a hospital, and the capital all lost, as a result of four years of war. In 1865, however, the two men with their father organized the firm of P. H. Mayo & Bro., with borrowed capital, and under many difficulties resumed manufacturing tobacco in Richmond, the oldest brother, the late J. H. F. Mayo, representing the firm in New York city. They urged the business with energy and it grew rapidly into a flourishing state.

Robert A. Mayo died in 1872, and W. S. P. Mayo in 1873. Peter H. Mayo continued the business, and in 1890 converted it into a joint stock company known as The P. H. Mayo & Bro., incorporated, with P. H. Mayo, president, and it is to-day one of the largest and most successful institutions of its kind in this country.

Mr. Mayo was never in politics but served the city of Richmond over six years in a non-political office without pay, being twice elected, and for over twenty-five years he has been a director in several of the leading banks and other large corporations of Richmond. He is a vestryman of Monumental and All Saints' Protestant Episcopal churches, chairman of many building and other committees, public and charitable, and is a member of the board of governors of the two leading social clubs of Richmond, the Westmoreland and Commonwealth. He has been twice in Europe, and has travelled over the largest portion of the United States.

Mr. Mayo's wife is Miss Isabella D. Burwell, daughter of the late George H. Burwell, of Carter Hall, Clarke county, Va., and his surviving children are Mrs. Bennehan Cameron, of North Carolina, and Mrs. Thomas Nelson Carter, of Richmond.

JOHN MEANS, manufacturer, Ashland, Ky., born Sept. 21, 1829, in West Union, O., is a son of the late Thomas Williamson and Sarah Ellison Means, the former a native South Carolinian and manufacturer of charcoal pig iron in Ohio and Kentucky. John Means, of Scotch-Irish descent, grandfather of the present Means, moved to Adams county, O., in 1819, taking his slaves and freeing them there, and was one of the builders, 1826-27, of Union Furnace, Lawrence county, O., and a pioneer charcoal iron maker of the Hanging Rock region.

The subject of this sketch grew up in the iron business, beginning, in 1849, as clerk for Sinton & Means at Ohio Furnace, Scioto county, O., and during his busy life became an incorporator of The Kentucky Iron, Coal & Manufacturing Co., which, in 1854, founded the city of Ashland, being its president for twenty-five years, an organizer and director of The Cincinnati, Big Sandy & Pomeroy Packet Co.; long an officer and president, 1870-91, of The Lexington & Big Sandy Railroad; treasurer until 1890 of The Norton Iron Works; president of The Low Moor Iron Co., 1873-90, and yet a director; long a director and, since 1885, president of The Ashland National Bank; treasurer of The Scioto Valley Railroad; director of The Eureka (Iron) Co. of Alabama; and partner in Means, Kyle & Co.

Mr. Means was elected in 1860 a trustee of Ashland, and in that office and as member of the City Council served thirty years, then declining further service. During a greater part of this time, he acted ex-officio as Mayor of the city. In 1874, when nominated by the Republicans for Congress, he declined to canvass the district, but received the full vote of the party, and carried his own, a Democratic county. In 1872, Governor Leslie appointed him one of five commissioners from Kentucky, to confer with commissioners from six other States and urge upon Congress the improvement of the Ohio river and its tributaries. This commission has performed a valuable work.

Oct. 25, 1854, Mr. Means married in Marietta, O., Mrs. Harriet E. Perkins, daughter of Samuel Prescott Hildreth, M.D., LL.D., one of the most learned and eminent men in his profession in that State. Mrs. Means died, March 13, 1895, in Brunswick, Ga. Their children are Thomas Hildreth Means; Eliza Isabella, married to William B. Seaton; Lilian, married to Wm. E. Maynard of Brooklyn, N. Y.; Rosalie; Harold, and Ellison C. Means.

WILLIAM G. MEANS, manufacturer, Boston, Mass, born in Amherst, N. H., who died Jan. 4, 1894, was a sterling man of great merit and equal modesty, who achieved fortune by diligent labor and in his day and generation accomplished much good for his fellow man, without, however, attracting the attention he deserved. He was for thirty years treasurer of The Salmon Falls Manufacturing Co. and president for twelve years. From 1854 until his death, he was treasurer of The Manchester Locomotive Works in New Hampshire and long a director of The New England Bank. He invested much of his savings in real estate and gained a fortune of about \$2,000,000. Five children survived him, Robert L., Anne M., Mary McG., Charles T., and James Means.

NATHAN MEARS, lumberman, Chicago, Ill., is one of the practical men to whose energy the wonderful growth of the West is due. Born in Billerica, Mass., Dec. 30, 1815, he removed, while a young man, to Michigan, and bore a part in lumber operations in the woods, until he had the money with which to go into business on his own account. In 1850, he settled in Chicago, and there, as member of the lumber firms of Mears, Bates & Co. and the later firm of Nathan & Charles H. Mears, formed in 1881, made his fortune. After the fire in 1871, the firm did a large business. He is part owner and a director of The Bay de Noquet Co. of Nahma, Mich., and The Oconto Co. of Oconto, Wis. He retired, in 1891, to be succeeded by his son. Mr. Mears is a sound and worthy man. He spends every Winter now in Pasadena, Cal.—His son, **CHARLES H. MEARS**, lumberman, born in Chicago, Dec. 27, 1851, had the advantage of beginning life in an established business. This means much to a young man. Taken into partnership in Mears, Bates & Co. at an early age, he has since been a member of their successors, Nathan & Charles H. Mears and Charles H. Mears & Co., of which latter, formed in 1891, he is the head. A good merchant at every stage of his progress, he has had excellent success. The main yard in Chicago is on a large tract of land on Goose Island, in which Mr. Mears has an interest with his father, and there are big planing mills at Lake View. Mr. Mears kept a residence in Chicago until 1890, when he bought a home in the pleasant suburbs of Evanston.

JOSEPH MEDILL, proprietor of *The Chicago Tribune*, born April 6, 1823, is of Scotch-Irish descent and a native of St. Johns, N. B. In 1831, his family moved to a small farm near Massillon, O. *THE NEW YORK WEEKLY TRIBUNE* was a regular visitor in this family, and Joseph raised clubs of subscribers for the paper. He also read every one of the books in the library of a neighbor, A. C. Wales, a Quaker. At the age of fourteen, he was transferred to a large, hilly farm in Pike township, Stark county, and there he toiled for seven years, meanwhile teaching school. For a few months, he attended the Massillon academy and for years continued his studies without a teacher. Admitted to the bar in 1846, he practiced law in New Philadelphia in partnership with George W. McIlvaine, afterward Chief Justice of Ohio.

In 1849, Mr. Medill bought *The Coshocton Whig*, which he renamed *The Republican*, but in 1852 started *The Forest City*, a daily, in Cleveland, O. This paper was consolidated in 1853 with a free soil newspaper, called *The Free Democrat*, as *The Leader*. Mr. Medill was one of the organizers of the Republican party in Ohio in the Spring of 1854. In the Winter of 1854-55, he sold his Cleveland paper to Edwin Cowles and bought a large interest in *The Chicago Tribune*, and this newspaper, then bankrupt, was placed by the new owners upon a paying basis. In 1874, Mr. Medill

bought full control and *The Tribune* has since made his fortune. Mr. Medill toiled hard to bring forward Abraham Lincoln, and in 1858 began to prepare the public mind to accept Mr. Lincoln as a Presidential candidate in 1860.

In 1870, as a member of the Illinois Constitutional Convention, Mr. Medill became the author of the clause securing minority representation, and proposed other important provisions, which were adopted. In 1871, he served as one of President Grant's first Civil Service Commissioners. After the great fire of 1871, the city of Chicago elected him Mayor. The annexation of various suburbs to Chicago, in order to aid in securing the World's Fair for Chicago, originated with him. By his efforts, a quarter of a million of people were added to the city in the census of 1890, thereby giving Chicago the rank of second city in the Union. He was also instrumental in procuring the enactment of the high license law of 1883. This act reduced the number of drinking saloons, and has yielded several millions of revenue a year since its passage.

THOMAS MELLON, lawyer and banker, Pittsburgh, Pa., was born on the farm of his father, Archibald, in Lower Castleton, County Tyrone, Ireland, Feb. 3, 1813. His remote ancestors on one side were Scots, on that of his mother, Dutch. The family crossed the ocean to St. Johns, N. B., and Baltimore, Md., by ship, in 1818, travelling thence by wagon to a farm near Greensburgh, Pa. The pioneer of this emigration was Archibald Mellon, grandfather of Thomas, who had settled in Westmoreland county, in 1816. Through diligent labors and much privation, Thomas Mellon secured an education and finally graduated from the Western university in 1837. Through other trials, he persevered until, in December, 1838, he was admitted to the bar. Opening an office in Pittsburgh in June, 1839, he managed to gain a practice by his success in bringing cases to a prompt settlement. During 1859-70, he held the office of Assistant Law Judge of the Court of Common Pleas, and then declined a renomination. Judge Mellon had the good judgment to invest his savings at an early day in real estate and coal lands, and these ventures made him rich. Jan. 1, 1870, he opened the door of the private bank now known as Thomas Mellon & Sons, and he is yet the head of this concern. Railroads and other business enterprises have occupied his attention to some extent. He is an owner in coal mines at Tarentum, Pa., a partner in J. B. Corey & Co., coal merchants, and owner of the Osceola coal mines. Aug. 22, 1843, he married Miss Sarah J. Negley, member of one of the oldest families in Western Pennsylvania, by whom he is the father of a large family, remarkable for its ability and influence. Of his sons, Thomas A. and James R. were long in the lumber and real estate business under the name of Mellon Bro's, and are now in their father's bank; Andrew W. is manager of the bank, and Richard B. is in business in Bismarck, N. D. William L. Mellon, a grandson, has taken an active part in the construction and management of oil pipe lines in Pennsylvania and Ohio.

TIMOTHY MERRICK, manufacturer, Holyoke, Mass., born in Willington, Conn., Dec. 2, 1823, son of Col. Joseph Merrick, a farmer, and of English ancestry, died at Baldwin's hotel, San Francisco, whither he had gone in search of health, March 19, 1894. The family dates back to 1630, at West Springfield, Mass. When he had left the common schools at the age of ten, Timothy Merrick went to work in a cotton mill in Coventry, Conn., and later followed the shoemaker's trade for nine years, but abandoned it on account of ill health. He then learned the art of making spools for thread with Origen Hall in Willington, married his employer's daughter, and, about

1857, entered the employment of The Willimantic Linen Co. In 1860, the firm of Merrick Bro's & Co., established by him, became proprietors of a small cotton thread mill at Mansfield, Conn., and this enterprise, fostered with energy and skill, finally gave rise, in 1865, to The Merrick Thread Co., now an important and flourishing industry. The works were moved to Holyoke in 1865. Mr. Merrick was the treasurer and always the life of the enterprise. As he gained the means, he formed connections with other enterprises and was president of The Hudson River Water Power & Paper Co., The Farr Alpaca Co., The City National Bank, The Mechanics' Savings Bank and The Merrick Lumber Co., and was a director in other concerns. He was also for three years president of the Home Market club of Boston. Mr. Merrick married, first, Justina L. Hall of Willington, Conn., and after her death, Sarah B. Congdon of Pomfret, Conn. Mrs. Merrick died, and he then married Priscilla Braislin, a professor at Vassar college. Harriet Allen of Fair Haven, Vt., was his fourth wife and survives him. His surviving children are Origen Hall Merrick, Mrs. Justina Hall Hollister of Grand Rapids, Mich., Mrs. George A. Heywood of Aiken, S. C., and Charles Irving, Mary Louise and Benjamin Paul Merrick. Three of his children have died.

ANDREW CURTIS MERRYMAN, lumberman, Marinette, Wis., a native of Bowdoin, Me., was born Dec. 22, 1831, son of Bailey and Mary Wilson Merryman, farmers. As an apprentice at the age of seventeen, and as a master ship carpenter afterward, at Middle Bay near Portland, and finally as a ship builder on his own account, Mr. Merryman began his career. In 1855, he built the brig *A. C. Merryman* at Pittston, Me. Going out to Wisconsin soon afterward, he started a saw mill at Fond du Lac with his brother, Robert W., and Haynes Hunter as partners, went home in the Winter of 1855-56, to sell his interests there, and then returned and invested all his spare capital in pine lands. In 1866, he helped organize Hamilton, Merryman & Co., and established saw mills at the mouth of the Menominee river, Wis., now owned by The Hamilton & Merryman Co. The mills are under his immediate direction. Their lumber now finds a general market in Chicago. Mr. Merryman has been active both in the development of Marinette and in outside enterprises, and is treasurer of The Menominee River Boom Co., the owner of several water powers on the river, and a stockholder in The Marinette & Menominee Paper Co., The Marinette Flouring Mills, The First National Bank of Englewood, The American Exchange National Bank of Chicago, The Maricopa Loan & Trust Co. of Phoenix, Arizona, and various other concerns. Mr. Merryman has long been known as an ardent advocate of temperance, and has been the candidate of the Prohibition party for Congressman and Governor of Wisconsin. Miss Frances Colbourn, his first wife, having died, leaving one son, Reuben C. Merryman, the subject of this sketch married, in 1870, Miss Louise Brown. Four children, Bertha, Amy, Louise and Andrew C. Merryman, have been born to them.

CHARLES MERRIAM, Boston, Mass., trustee of estates and financier, was born in Weston, Mass., Oct. 6, 1832, a son of Charles Merriam. He was educated in the public schools of Boston and won recognition in that city, first as a merchant of dry goods. He has had factory interests as well, and been president of The Hamilton Woolen Co., whose mills are in Southbridge and Amesbury. At the death of Nathaniel Thayer in 1883, Mr. Merriam accepted appointment as one of the trustees of that vast estate, and has managed its affairs with discretion and success. He is financial agent of The Kansas City Stock Yards Co., and is treasurer of a number of railroads.

WILLIAM RUSH MERRIAM, banker, St. Paul, Minn., is a son of John L. Merriam and was born at Wadham's Mills in Essex county, N. Y., in July, 1849. In 1861, the family moved to St. Paul. William graduated from Racine college in 1871 with honors, and at once entered The First National Bank of St. Paul as a clerk. He mastered the business so rapidly that in 1873 he was elected first cashier of The Merchants' National Bank. His administration was successful and in 1880 he was elected vice president, and in 1882 president of the institution. He has remained at the head of the bank to the present day. Mr. Merriam bore a part in the politics of St. Paul at an early date and was elected, as a Republican, to the Legislature in 1882 and 1886, being chosen Speaker during his second term. In 1888 and 1890, he was elected Governor of the State. In the work of the schools and charities of the city, he has occupied positions of honor and has given liberally to institutions which most needed aid. He is a purchaser and improver of real estate, is an excellent financier and has gained a fortune. While a bank clerk, he was married to Laura Hancock of Philadelphia, a daughter of John Hancock and niece of the late Gen. Winfield S. Hancock. He belongs to the University club of New York city and the Metropolitan club of Washington, D. C.

J. WARREN MERRILL, chemist, Boston, Mass., born in Southampton, N. H. in 1819, died at his home in Cambridge, Nov. 12, 1889, having spent practically his whole life in Boston from boyhood. After leaving the English high school, Mr. Merrill became a clerk in the employment of the late Joshua Preston, and was at a later day taken into partnership, solely on his merits. As the hard working junior member of Preston & Merrill, manufacturers of perfumeries and spices, he helped create an extended trade, which yielded handsome returns, and by his personal qualities gained steadily in the good will of the business men of the city. Numerous opportunities came to him for investment, when he had amassed wealth, and he was one of the founders of The Boston & Colorado Smelting Co., whose works are located near Denver. He was very fond of politics, and served as councilman, alderman, and twice as Mayor of Cambridge as well as member of the Legislature. Large estates were entrusted to his management. Among his public gifts, were \$60,000 for the building of the old Cambridge Baptist church, and other sums for the Tremont Temple enterprise, The Missionary Union, The Home Mission, and The Publication Societies of the Baptist Church, the Chicago Theological seminary and Colby university. He was one of the initial members of *The Watchman* stock company.

CHRISTIAN FREDERICK GOTTLIEB MEYER, merchant, St. Louis, Mo., born in Haldem, Prussia, Dec. 9, 1830, springs from a race of farmers and breeders of sheep. Throwing off the oppressive restrictions which bind the German peasant, his family came to America while Christian was a lad, gave their boy a common school education and then apprenticed him to the drug trade in a store in Fort Wayne, Ind. The struggle of this young man's life began, when, in 1865, he started a wholesale drug business in the city of St. Louis. Twelve other houses in this field of trade subjected the new venture to strong competition. Submitting to small profits for a time, Mr. Meyer was, able, by honesty, untiring labor and wit, gradually to develop a good business, and, by the re-investment of savings, the house he established now stands at the head of the trade in St. Louis, and is one of the largest of its kind in the country. In March, 1889 it was incorporated as The Meyer Bro's Drug Co., Mr. Meyer becoming the president. There are branch stores in various cities, including Kansas City and Dallas,

Tex. Public office has never swerved Mr. Meyer from commercial pursuits. He is a member of the Commercial club. In 1854, Mr. Meyer married Miss Francisca Schmidt in St. Louis, and of his nine children, six are living.

STEPHEN BOYD MILES, farmer and banker, Dawson, Neb., lives on Miles's ranch, near what was once the old overland mail station, the ranch having been located by Mr. Miles over forty years ago, when Indian wars and Kansas troubles were rife. Mr. Miles was born, Jan. 9, 1822, in York county, Pa. His father, Thomas Miles, served in the War of 1812, married Sarah Boyd, and died when his son Stephen was six years of age. Joseph Miles, grandfather of Stephen, was a soldier in the Revolution and a native of England. The mother's family are believed to be Scotch-Irish.

Mr. Miles began work when from twelve to fifteen years of age, and when about twenty-one years of age, contracted to carry the mails for several points in Pennsylvania and Maryland. In 1856, he contracted to carry the mails from Oregon, Mo., to Fort Kearney, Neb.; Atchison to Marysville, Kan.; and from Kansas City, Mo., to the Sac and Fox Agency in Kansas. Next year he entered an adventurous arrangement to carry United States mails from Independence, Mo., across the plains to Salt Lake City, Utah, and made the first trip on that route in November, 1857. Mr. Miles had to establish his own stations, carry his own provisions, and protect himself and property as best he could from the attacks of Indians and lawless white men of the plains. Miles's pony express was a famous institution in its day and started the proprietor upon the path to prosperity. Later, by investment of his means in low priced Government lands in Nebraska and Kansas, and by banking, he materially improved his position. About 30,000 acres in Nebraska and Kansas are now held by him. Mr. Miles farms part of the land and leases the rest. He is president of The First National Bank of Falls City, Neb., and owns The Bank of Rulo, Neb., and a part interest in a bank in Delta, Pa., and another in St. Louis.

Mr. Miles has never been elected to any political office, having seen enough of politics and politicians to discourage ambition in that direction. He has been a member of the Independent Order of Odd Fellows, holding membership with a lodge at York, Pa., for over fifty years.

WILLIAM PORCHER MILES, Burnside, La., sugar planter, is the capable president and manager of The W. P. Miles Planting & Manufacturing Co., which was organized in 1892, with a capital of over half a million, to succeed to a business Colonel Miles had already created. Born in South Carolina, July 4, 1822, Colonel Miles was educated at Charleston college, studied law, and became a professor of mathematics in his alma mater. He rose to occupy the office of Mayor of Charleston and a seat in the Federal Congress, serving on the Committee of Foreign Relations, but during the Civil War sat in the Confederate Congress, serving on the Committee on Military Affairs, of which he was chairman. When not in attendance upon the Congress, he served in the Confederate army on the staff of General Beauregard and was present at the reduction of Fort Sumter, the Battle of Manassas, and other struggles of the War. He was designated as Colonel in general orders. After the War, he took the presidency of the University of South Carolina for a time but his marriage with Miss Beirne of White Sulphur, Va., who inherited from John Burnside through her father a large fortune, he finally became interested in practical affairs and reluctantly resigned his chair at the university to take charge of thirteen sugar plantations. His operations

in this field have been attended with much success, and an output of about 22,000,000 pounds of sugar a year, which is credited to him, is excelled by Leon Godchaux alone. Colonel Miles is a gentleman of social disposition and a member of the Boston club of New Orleans and The Southern Society of New York city.

ANDREAS MITCHELL MILLER, capitalist, Duluth, Minn., a native of Denmark, landed in America, in 1860, a young man, without a dollar of money or a friend, and after a toilsome probation, relying entirely upon his own strength and courage, made a signal success in business and won a fortune. The first year he worked on a farm at \$8 a month, chopped wood for 50 cents a cord, and labored in mines at 75 cents a day. In the Spring of 1861 he went West, and found employment on The Milwaukee Railroad at \$1 a day in manual labor, but put so much hearty vigor and masterly spirit into his work that, in 1862, he was made foreman, and, in 1863, road master, continuing as such until 1869. During 1869, he served as road master of the Utah division of The Union Pacific Railroad. Mr. Miller came to Duluth in 1870, helped build its first railroad, was road master until 1873, and then went into the lumber business and real estate, and, while helping to build up the city, was himself built up by its magic growth. In 1890, he retired with a fortune, and has since been occupied with the agreeable task of managing his investments and commending the free institutions of his adopted country.

EDWARD MILLER, manufacturer, Meriden, Conn., a native of Wallingford in that State, Aug. 10, 1827, son of Joel Miller and Clarissa, daughter of Seth D. Plum, the latter a pioneer in the manufacture of tin ware. Joel Miller and Rev. Samuel Miller, his father, both lived at the old homestead in Wallingford, the former finally transferring his home to Meriden. Edward Miller left Post's academy, Meriden, at the age of fifteen to learn to make lamp screws, loops and candlestick springs in the small factory of H. N. Howard of Meriden, and practiced the art later with Stedman & Clark. At the age of nineteen, a set of tools was bought, an old wood shed utilized, foot power lathes and presses were set up, and Joel Miller & Son began manufacture of hardware. A year later, Edward bought his time from his father and his father's interest for \$800, giving notes therefor, and paid the notes within a year. More room, better tools, steam power, and better facilities of all kinds were gradually added, and finally a wooden factory was built. Burners for camphene and burning fluid lamps were added to the articles produced, but in 1856 a fire destroyed the factory, and the panic of 1857 followed to impede the progress of the then newly erected factory. Jan. 1, 1858, while in New York city, Mr. Miller saw the kerosene burner, which had just been brought from Australia. Mr. Miller began its manufacture at once and met with brilliant success. In 1866, Edward Miller & Co. were incorporated, capital \$200,000, and the works have since grown until they now cover several acres of ground and employ nearly 800 people. In 1884, the company began to manufacture the Rochester lamp and later the Miller lamp, and the trade in these articles is now enormous, and the stock of the company worth \$300 a share. Mr. Miller is a Republican, a Baptist, and a generous donor to religion and education. His gifts are unending and indicate a large-hearted and prosperous man. April 14, 1830, Mr. Miller married Caroline M., daughter of Joel Neal of Southington, Conn. Of their five children, three are living, Edward, secretary and treasurer of the company; Arthur E., superintendent, and Layette A., wife of Charles A. Kendrick.

COL. EZRA MILLER, inventor, son of Ezra Wilson Miller, a native of Westchester county, N. Y., and of Hannah, a daughter of George Ryerson, a wealthy resident of Pompton, N. J., was born in Bergen county, N. J., near Pleasant Valley, May 12, 1812. He died July 9, 1885, at his home in Mahwah, N. J. The family moved to New York city while Ezra was a lad. Then for three years they lived in Rhinebeck, finally going to Flushing, where Ezra received a good education. The father wished that the boy might become a physician, but Ezra actually became a topographical, mechanical and hydraulic engineer. In early life he found much pleasure in military studies, and, Sept. 23, 1833, he enlisted in a company of artillery, belonging to the 2d N. Y. Militia, and became by promotion Adjutant, Aug. 5, 1839; Lieutenant Colonel, July 2, 1840; and Colonel, July 4, 1842. He was married in May, 1841, to Amanda J., daughter of Capt. Seth Miller of New York and removed to Fort Hamilton, but the survey of public lands took him, in 1848, to Rock county, Wis., where a natural capacity for making friends led to his election and service for two years as Justice of the Peace in Magnolia. In 1851, Governor Dewey commissioned him Colonel of the 8th Wis. Militia. In 1852, he was elected to Wisconsin Senate and served one term, refusing a renomination, but under President Buchanan served as postmaster of Janesville. Colonel Miller's fame rests principally on his invention of the Miller car coupler and buffer. To prevent "telescoping" in collisions, he produced the Miller coupler, buffer and platform, which have since come into general use. The first patent was taken out in 1863, and from that and other inventions Colonel Miller amassed a fortune. In 1865, he returned East, lived in Brooklyn, N. Y., until 1870, and then established his home in Mahwah, N. J., being sent thence to the New Jersey Senate in 1883. His children are Ezra W., Jordan G., and Franklin P. Miller, Amanda Josephine, wife of M. L. Hinman, and Harriet Martha, wife of J. H. Van Kirk.

HENRY MILLER, "cattle king," San Francisco, Cala., a native of Brackenheim, Wurtemberg, was born July 21, 1828. His father dressed and sold meats, and Henry was employed, while yet a youth, in visiting the neighboring farms and buying cattle. Emigrating to America in 1847, he found employment in his father's occupation at Washington Market, New York city. By hard work he saved enough from wages, none too large, to pay his way to San Francisco in 1850, and there he dressed mutton for others until, in 1851, he began operations on his own account. In 1857, Charles Lux and Mr. Miller bought and killed 1,600 Texas steers, sold them for a profit, and then formed the since famous partnership of Miller & Lux. For thirty years and until the death of Mr. Lux in 1887, these two practical, shrewd and hard working men toiled in perfect harmony to make themselves the leading men in their line on the coast, and succeeded. They gradually extended their business by embarking in cattle raising upon large tracts of low priced lands in various parts of California, Oregon and Nevada, constructing large abattoirs from which to supply meats to the mining camps and cities. Each member of the firm purchased tracts of his own, but a great deal of their land has been held in common. In all, they acquired about 800,000 acres of land in eleven counties in California, besides other land in Oregon and Nevada. Their herds were enormous, at one time amounting to 80,000 cattle and 100,000 sheep. Mr. Miller is a stockholder in The South San Francisco Land & Improvement Co., which is establishing abattoirs, stock yards and a town at Baden, in San Mateo county, and is a man of very large wealth.

JUSTUS MILLER, the head of one of the leading and most interesting industries of Troy, N. Y., traces his various family lines to all the principal parts of the British isles except Wales, being mainly, however, of Scotch-Irish ancestry, his paternal ancestor having emigrated to America from the North of Ireland and his mother's from Scotland, about 1700. Born in Bristol, in the slate and marble country of Vermont, Nov. 9, 1825, he is a son of James and Anna Allen Miller, the latter a daughter of Timothy Allen, who was a relative of the historic leader of the Green Mountain boys and the author of a handsome exploit at Ticonderoga in the American Revolution.

While struggling with hard lessons in country schools and under private tutors, young Mr. Miller showed the bent of his active mind by a fondness for figures and practical business questions. When he had become old enough to earn a little money, the young man, who was never afraid of toil, provided it were honest, went to work upon a farm for \$7 a month, afterward raised to \$100. He was an athletic, hearty, lively fellow, and at the age of eighteen was earning a grown man's pay in that particular occupation. But rural pursuits did not satisfy him. There were aspirations for a more important rôle in the drama of affairs, and while Mr. Miller never expected, at that time, to be assigned to the leading part in an important play, yet he did not propose to be kept down, and a timely opportunity was improved to learn the blacksmith's trade for \$30 a year and his board and clothes. The man who lags behind his fellows in the battle of life can learn something he ought to know from the fact that Mr. Miller saved \$25 out of his first year's earnings, and out of \$100 earned in another shop the second year, he saved \$80. No man can do as well as that proportionately, all through life, but if he has the power of self denial, frugality and courage to do it at the start, one may keep his eye upon him. The man will be heard of in later years. The third year, Mr. Miller earned \$14 a month. Blacksmithing pleased him sufficiently to keep him occupied until the age of twenty-eight. Brim full of energy and vitality, labor was no more than pleasure to him, and the fashioning of bars of red hot iron into shapes adapted to particular uses had its own fascination to a practical mind. But health then put an end to blacksmithing, and Mr. Miller retired with the handsome savings of \$2,000.

About 1855, he went to New York city to engage in dealing in country produce, about which previous farming experience had taught him something. But while this vocation supplied the training in business management, which had so far been only partly acquired, it proved disastrous financially, owing to the outbreak of the Civil War, and Mr. Miller lost all he had and fell \$5,000 in debt besides. This was an appalling result, and it seemed to Mr. Miller as if he could never pay that money. But he did not know himself. Rallying from the shock, he resumed the dealings in grain, potatoes, apples, green hides and kindred products, and in five years more had paid off every dollar of debt with interest and saved \$3,000 more. Time had proved his quality, and it became apparent that, barring accident or death, he would yet succeed in life.

In 1866, Mr. Miller removed to Troy, and with a few friends went into the manufacture of collars and cuffs, under the name of Hamlin, Miller & Co. This was one of the new industries of the United States, made possible by American genius, the sewing machine, and the protective tariff. In a few years, the firm had changed to Miller & Wheeler, and later to Miller, Wheelock & Co., and Miller & Bingham, and finally, in 1881, the title of Miller, Hall & Hartwell appeared on the letter heads, and that



Justus Miller

name is yet retained. In 1875, men's linen shirts were added to the productions of the firm. The enterprise of Mr. Miller and others has, in thirty years, made Troy the present great center of the American manufacture of collars, cuffs and shirts, and his firm are yet among the leading operators, making 3,000 dozen of collars and cuffs per day, and 600 dozen shirts. The factory is a most interesting hive of manual and mechanical activities, and the wages which are paid to the 2,000 operatives diffuse valuable benefits among the community. Mr. Miller has met with great success financially, and is connected now with other enterprises, being vice president of The Central Bank of Troy and a shareholder in other corporations.

Every American is by birthright and training more or less of a politician, and Mr. Miller is a true son of the pioneers of New England in this respect. If public honors have not overwhelmed him, however, it is only because his principles are too uncompromising and too far in advance of the sentiment of his community. He has been president of the Gospel Temperance meetings in Troy for seventeen years, pays the entire expense of rent of hall and the music and other incidentals, and took the nomination of the Prohibition party of the State for Lieutenant Governor on one occasion, but was not elected. He advocates everything progressive and good in legislation and affairs, and has been a deacon of The Fifth Avenue Baptist Church in Troy for the past ten years. Home is more to him than any club, and religion is promoted by him in a hundred ways, he being among other things a trustee of the Rochester Theological seminary.

Olive Eliza Brayton of Hartford, Washington county, N. Y., and Mr. Miller were united in marriage Jan. 2, 1850. Three children blessed this union, George W., Frank B., and Mary Eliza, the latter two now no longer living. Having been left a widower, Mr. Miller was married in 1867 to Elizabeth Ann Baucus of Schaghticoke, Rensselaer county, N. Y. There are no children.

Mr. Miller has rounded out his seventieth year, and the record of his long business career will be searched in vain for traces of anything which is not to his credit as a man. Enterprising but honest, a money maker but the robber of no man, affluent but not ungenerous, he is loved and respected by all who know him. Five large farms now belong to him, and such of the products as are not essential to the use of his own small family go to the poor and deserving. One of the farms produces maple sugar, and another one butter for many families.

LEWIS MILLER, manufacturer, Akron, O., is a son of John Miller, farmer, cabinet maker and house builder, of German descent, who moved from Maryland to Ohio in 1812; and it was upon the farm in Greentown, Stark county, O., that Lewis Miller was born, Aug. 24, 1829. Until the age of twenty-two, Mr. Miller spent his life upon the farm or engaged in the plastering trade and school teaching, varied by a short attendance at an academy in Illinois. In 1851, he went back to Greentown to enter the factory of Ball, Aultman & Co., manufacturers of plows and mowing and threshing machines. In the Fall of the same year, the works were moved to Canton, O. Mr. Miller soon became superintendent, and, in 1855, he invented the Buckeye mower and reaper. Since then he has patented about a hundred inventions, having been aided in his early experiments by Jacob Miller, his brother. In 1863, a new farm implements firm was organized under the name of Aultman, Miller & Co., which established factories in Akron and Canton, O., and in 1864, Mr. Miller moved to Akron. The Buckeye reaper, made by

this concern, attained great celebrity and an extended sale, the works now employing 1,500 men, annual output \$6,000,000. Since the death of Mr. Aultman, Mr. Miller has been at the head of the firm. He is also president of The Akron Iron Co., and a director of The Weary-Snyder Manufacturing Co. and The First National Bank. In 1843, Mr. Miller joined the Methodist church. Sept. 16, 1853, he married Miss Mary V. Alexander of Plainfield, Ill., and ten of his eleven children are yet living. Mina is the wife of Thomas A. Edison.

Mr. Miller was an earnest anti-slavery man, and during the Civil War aided the cause of the Union in every possible way. In 1878, he was a candidate of the Republican party for Congress. He was the first to project the "Chautauqua movement," in which he was associated with Bishop Vincent. In 1873, these two men visited Chautauqua, N. Y., and secured the use of the ground where the first assembly was held in the August of that year. The proportions to which the movement has since grown are well known. Mr. Miller was president of the assembly, the reading circle, the college of liberal arts, and the dozen other departments. He owned a cottage on the lake at Chautauqua, kept a steam yacht, and a park there bears his name. At his home in Akron, O., he was superintendent of the Methodist Episcopal Sunday school for over forty years, where he carried out an original idea, in the way of Sunday school architecture, at his own expense, and it is now known as "the Akron style," and is the world's model to-day. In 1866, he was made president of the trustees of Mount Union college, in Ohio, and his gifts to the college have been numerous. He is also a member of the board of Wesleyan university of Delaware, O., and Allegheny college, of Meadville, Pa., and active in the building of Buchtel college, at Akron.

MOSES MILLHISER, merchant, Richmond, Va., born March 24, 1825, near Nuremberg, Bavaria, is the son of a merchant, and grandson of a learned Hebrew scholar, who emigrated from Mühlhausen in Alsace to Bavaria. Mr. Millhiser began life as a travelling salesman for Merzbacher Bro's in Nuremberg, but owing to the denial of proper privileges of citizenship, he emigrated, in 1846, to Virginia, and opened a retail dry goods store in Richmond. With the money making faculty of his race, he made excellent progress, and, in 1866, engaged exclusively in the wholesale dry goods trade. In that business he continues, being now the principal wholesale dry goods merchant in Virginia and one of the largest in the Southern States. He has money to invest and is a director in two financial institutions, president of a company which manufactures decorated tin boxes, and partner in The Millhiser Manufacturing Co., makers of bags. Strong in his religious faith, he has been president of the principal Hebrew synagogue in Richmond for thirty years. April 25, 1849, he married Rosalie Oberndorfer, and has five children, Gustavus, Amelia, Emanuel, Philip and Clarence.

REUBEN WEBSTER MILLSAPS, banker, Jackson, Miss., is a native of Copiah county, Miss., where he was born May 30, 1833. The parent stock originated in Ireland and Wales, while his parents, natives of Georgia, were early settlers in Mississippi. Reuben began life in the work of a farm and in attendance at the public schools, going to Hanover college in Indiana at the age of seventeen. After two years there, he attended Asbury (now De Pauw) university at Greencastle, Ind., and graduated in 1854. Returning to the South, he taught school two years and then studied law at Harvard, graduating in 1858. Legal practice in Pine Bluff, Ark., occupied him until the outbreak of the Civil War, when he entered the Confederate army as a private,

rising during four years of service to be Lieutenant Colonel, and being wounded at Shiloh and Nashville. Then—illustrating the vigor and spirit of the new South—Colonel Millsaps began life entirely anew by engaging in hauling cotton to market with a wagon and two mules, which a comrade and he had been allowed by Gen. Grant to bring home. With his earnings, he opened a store at Brookhaven, Miss. This business, carried on with great success for fifteen years, ended in Colonel Millsaps engaging in a wholesale grocery trade in St. Louis, from which he retired in 1884 with a fortune. Extended travel in Europe followed, and in 1886 he established The Capital State Bank of Jackson, and has since devoted his time mainly to banking, being also president of The Merchants' & Planters' Bank in Hazelhurst, Miss.; director in The First National Bank in Vicksburg and The First National Bank in Greenville, Miss., and a stockholder in many other institutions of that class. Some other investments, including real estate, have added to his resources. Colonel Millsaps founded Millsaps college in the city of Jackson, giving nearly \$100,000 for the purpose. He is president of the Southern Chautauqua Assembly at Mont Eagle, Tenn., and shows philanthropic spirit by interest in other enterprises. He is a National Republican in politics, a Methodist in religion, a self made man, and noted for honor and high character.

COL JOHN TURNER MILNER, contractor, Newcastle, Ala., born on a farm at Barnesville Ga Sept. 29, 1826, began life as a farm boy and as a laborer in the Georgia gold mines in Dahlonga district. In 1844, his father sent him to the University of Georgia, and with the finest record for scholarship ever attained there by any student except one, he graduated as a civil engineer and surveyor.

When gold was discovered in California, Mr. Milner drove an ox team in 1849, from St. Joseph, Mo., to Sacramento, where he served as city engineer. An uncle and he discovered the gold mines of Georgetown and were fortunate enough to make about \$10,000 there, and with this capital they built, near Mariposa, the first stamp mill ever set up in California. Having sold a quarter interest in exchange for land in Texas, they lost the balance in 1851 in the first great fire in San Francisco. This calamity sent Mr. Milner home to Georgia in 1852 to resume surveying; and when he finally reached Montgomery, Ala., he had two dollars and a half in his pocket and no other capital whatever except health and a gallant determination to begin life anew and make a success of it yet. Going to work as a civil engineer on The Montgomery & West Point Railroad, he spent many years in locating and building railroads in Alabama and Florida, and had amassed about \$100,000 when the Civil War broke out. During the War, he built at Oxmoor the first two furnaces in the mineral regions of Alabama. They have since been incorporated among the properties of The Tennessee Coal, Iron & Railroad Co. Every dollar belonging to Colonel Milner disappeared in the smoke of the Civil War.

But a new South came into existence a few years later. While State Surveyor, the city of Birmingham was projected and founded by him; and in this venture, a large amount of money was made. The coal property of The Sloss Iron & Steel Co. was discovered, exploited, and sold to that concern by him, at a large profit, and the large and successful land and lumber company at Bolling, Ala., known as The Milner, Caldwell & Flowers Co. was founded by him. Colonel Milner has also promoted The Elyton Land Co., as a stockholder, and is now probably the largest property owner in Alabama. Over 7,000 acres of coal land near Birmingham belong to him.

Twice elected to the State Senate, he made his mark in the Legislature. He is president of The Mobile & West Alabama Railroad, and director of The Southern & Northern Alabama Railroad, and The Milner Coal & Railroad Co. of New Castle, Ala. He lives in a fine country home, surrounded by a loving family, and by the books and papers, of which he is a constant reader. He is a student of finance, and his views have been repeatedly sought by the public press. His wife is Flora, sister of Dr. Caldwell of Birmingham.

WILLIAM MINOT, second of the name, Boston, Mass., lawyer and trustee, was born in Boston, April 7, 1817, and died Feb. 26, 1894. He belonged to a well known family of lawyers, now represented by his sons, William, Robert S. and Laurence Minot. George R. Minot, his grandfather, practiced law on the same site, yet occupied by the family. William Minot was educated in the Boston Latin school and Harvard college, and engaged in law practice in Boston. At his father's death, he added the trusts held by the latter to his own, and upon his death left them to his son. He was a man of the highest integrity and very greatly respected. Added to his solidity of character were the graces of courtesy, kindness, high cultivation and delightful conversation. He never held any public office of consequence, but occupied many positions of trust outside of the private ones in his office.—His son, **WILLIAM MINOT**, lawyer and trustee, was born in Boston, in 1849, of New England stock, on both sides of the family—his mother being a Miss Sedgwick, and he is in the fourth generation in a practice, which has continued on the same site for more than a century. He has held no public office, except as a member of the Common Council in early life, and as a member of various public commissions, but has been actively and effectively interested in such matters as local taxation and municipal government. His business is almost exclusively that of a trustee. Miss Elizabeth Van Pelt and he were married in 1882, and have four children, the oldest of whom bears the Christian name of William.

ALEXANDER MITCHELL, banker, Milwaukee, Wis., a native of Ellon, Aberdeenshire, Scotland, about six miles from the North Sea, born Oct. 18, 1817, died in Milwaukee, April 19, 1887. John, his father, was a farmer. Alexander was a robust boy and a leader at school, and always declared that he intended to be a laird, and late in life he became the owner of more acres than many an old world duke. After two years of law study in Aberdeen, young Mitchell went into a bank in Peterhead as a clerk. In May, 1839, he emigrated to Milwaukee, and there, with George Smith, an Aberdeenshire man, helped organized The Wisconsin Marine & Fire Insurance Co., for a banking and insurance business, which, 1843-51, issued certificates of deposit, engraved like bank notes, to the amount of \$1,470,000. These certificates were used in the Northwest as a medium of exchange. They were all retired after 1851. Mr. Mitchell developed into a shrewd financier and became sole owner of The Wisconsin Marine & Fire Insurance Co. Bank. During the railroad operations of thirty years ago, Mr. Mitchell was active and was long president of The Chicago, Milwaukee & St. Paul system, once president of The Chicago & Northwestern Railway, and president of The Northwestern National Insurance Co. and The Western Union Railroad, and director of several other corporations, being also a very large owner of lands. In 1870 and 1872, the Democrats elected Mr. Mitchell to Congress. Oct. 7, 1841, he married Martha, daughter of Seth Reed of Milwaukee. Of six children, five died in infancy, John Lendrum Mitchell, now United States Senator, alone surviving.

ROBERT MITCHELL, a manufacturer of Cincinnati, was born, Nov. 15, 1811, near Enniskillen, County Fermanagh, in the north of Ireland. His ancestors belonged to the Scotch-Irish race, which has made its mark for force of character and strong individuality. The subject of this sketch immigrated to America with his parents and the family of nine children, five of them boys, in 1824. They arrived at Quebec by sailing ship from Londonderry after a passage of fifty-two days, proceeded thence to Montreal by steamer, and up the St. Lawrence to Kingston, Can., by what was called "the Durham boat," which had to be pulled up the rapids by oxen, sometimes eight yoke to a boat. From Kingston they journeyed through Lake Ontario by schooner, reached Buffalo past the falls at Niagara by wagon, passed on to Erie, Pa., by schooner, encountering a violent storm, which nearly sank the vessel, and went on by wagon to Waterford, whence they expected to go down the Allegheny river by row boat; but, the water being too low, they travelled by wagon to Pittsburgh. Owing to low water in the Ohio, they embarked in a keel boat, and, floating by night and rowing by day, they reached Cincinnati, O., in two weeks from Pittsburgh, having spent the time from June 1 until September 16 in making the entire journey. Strangers in a strange land, with a slender stock of cash, their courage can be appreciated.

In Cincinnati, they found some old acquaintances who joyfully received them. After some prospecting, the family settled on a rough farm in Indiana; and Robert bore his part in clearing off the forest and building a home for the family. The only school in those days was kept in a log cabin for about four months every Winter, but Robert had attended a good common school in Ireland and had brought his books with him. Through diligent study by the light of the fire, he succeeded so well that he was urgently requested to teach the school himself, and he gathered around him the largest school ever collected in that house. Many of the pupils were larger and older than himself.

At this period, the price of farm produce was low and farm labor poorly paid, and at eighteen, young Mitchell became dissatisfied with the vocation of farming. The result was that he left the farm, which he had labored hard to develop, and found his way to Cincinnati, his sole capital consisting of a good character, a vigorous constitution, and a determination to do something, he scarcely knew what. Some time was spent in various employments, one of which was the carrying of mortar and brick for the foundation of the old church, in which the father of Henry Ward Beecher preached for many years, and which was torn down forty years afterward by Mr. Mitchell for the erection, on the same ground, of the magnificent block now occupied by them as a furniture store. As a first step toward fortune, he apprenticed himself to the business of cabinet making, a trade, like every other in a new country, then in its primitive condition. Later, he toiled as a journeyman for five or six years. During his apprenticeship, the first year, he had bargained to work for one dollar a week and board, and, by extra hours and strict self denial, had saved all his wages for eleven months, but all were lost when his employer failed. He had intended to use this money for the purchase of tools at the end of his term of service. But his misfortune raised up a friend in a shopmate, who loaned him the money with which to make the purchase. This act of kindness has never been forgotten. While a young man, Mr. Mitchell belonged to various trades unions, but soon learned that they retarded an ambitious man, and then withdrew.

During a strike in 1836, Mr. Mitchell began business modestly for himself with Robert M. Moore, a shopmate. Mr. Moore afterward made a creditable record both in



Rob. Mitchell

the war with Mexico and in the late rebellion, and subsequently became Mayor of Cincinnati. The partnership continued for several years with little progress financially, the capital of the firm being too small and their business experience too limited.

About 1844, wood working machinery was introduced into the manufacture of furniture on a small scale, and Mr. Mitchell saw its advantage at once. He was without the means to introduce machinery in his works, but his mind was full of the subject; and, on a stormy Christmas day, he called on a neighbor and expatiated on the great advantages to be derived from the use of machinery. This gentleman, John T. Martin, listened attentively and said little, but, early the next morning, called on Mr. Mitchell and offered to supply the capital to give machinery a fair trial. This was a glorious moment for Mr. Mitchell. The dream of years was about to become a reality. Mr. Mitchell accepted the offer, began the construction of a factory, forty by eighty feet, four stories high, with a basement, and soon put it into operation. Mr. Martin was not a mechanic, and golden results not being realized as soon as he expected, he offered to sell his interest in 1846, and Frederick Rammelsberg became the purchaser. The firm adopted the style of Mitchell & Rammelsberg. Two years later, their factory burned down without insurance, but Mr. Mitchell had profited from the use of machinery, and at once proceeded to erect another and larger building. There were many obstacles to conquer and prejudices to overcome, both from the workmen and from old fogies, who ridiculed "steam made furniture," but the business grew steadily.

Up to this time, the local supply of furniture in each locality throughout the country had been produced by home workmen, but steam made furniture soon proved so advantageous in quality and price, that it became an article of general commerce and was shipped to all points of the West and South accessible by water and rail. The annual export of furniture of Cincinnati alone now exceeds \$8,000,000. Mr. Rammelsberg died in 1863, since which time Mr. Mitchell has conducted the business himself, although his two sons, Albert and Richard, and his son-in-law, W. H. Ellis, have now assumed the management of the concern.

In 1867, Mr. Mitchell desired to retire from business, and converted the concern into a stock company, giving the employes twice the amount of the stock they could pay for, leaving the remainder to be paid by dividends. He started on a tour of Europe, but on his return found it necessary to put his shoulder to the wheel again. Throughout his long business career, Mr. Mitchell has exercised the closest personal supervision of each detail of work in the factory at John and Second streets and the large store combined with it. He has never allowed a day of health to pass without devoting a portion of it to these labors. To this, his success is largely attributable.

Mr. Mitchell was one of the originators and a director of The First National Bank of Cincinnati. He is a man of great probity of character, original in his views, independent in action, and sagacious in his undertakings. His excellent judgment has great weight with men who know him, and when questions of justice or equity arise, concerning which his opinion is demanded, he performs what to him appears his duty without fear or favor. In the business world, he is typical of physical and mental energy, persistent application, indomitable will, unblemished character and integrity.

Mr. Mitchell has been twice married and five children by his first wife survive. They are Jane, Albert, Richard, Emma, Lillie and Lida. They all are married and live around him at Avondale, just outside of the city proper. There are no children by

the second wife, but she makes her husband happy in a comfortable home. Mr. Mitchell has never held any public office, although frequently solicited to do so, but takes an active part in matters of public concern and in the improvement of the city and the country. He is a Republican in politics, and, although not a member of any denomination in religion, in the strict sense of the term, attends the Protestant Episcopal church.

He can show a clean record in business affairs, having never failed or compromised any indebtedness. Although now in his eighty-fifth year, he enjoys good health. Whilst not strictly a total abstinence man, he rarely indulges in any kind of liquor, and has never used tobacco in any form.

PHILIP LOUIS MOEN, manufacturer, and, in his day, one of the most valuable and enterprising citizens of Worcester, Mass., was a native of the rural township of Wilna, Jefferson county, N. Y., and spent his early life amid surroundings which develop physical health, self reliance and sterling character. His grandfather, Louis Moen, emigrated from France to Northern New York about the year 1799, where his son, Augustus René Moen, was reared. After the marriage of Augustus René Moen to Sophie A. Leclanché, this couple removed to the township of Carthage, N. Y., and their first son, Philip, was born Nov. 13, 1824. After leaving Wilna, and after a brief sojourn at Houseville, N. Y., Augustus R. Moen removed, in 1830, to Collinsville, Conn., and, in 1836, to Brooklyn, N. Y., and established himself in the hardware business in New York city, acting as the representative of several houses in England.

Philip L. Moen was fitted for Columbia college under Dr. Charles Anthon, but, owing to trouble with his eyes, was unable to go on and enjoy the advantages of a college course. It is quite possible, however, that this disappointment only tended to promote his success as a business man, because he was of too active a nature to be content with idleness, and, going at once into his father's store, he acquired a sound business training early in life. The iron trade pleased the young man, and with it he was connected until the end of his days. Had Mr. Moen remained in New York, there is little doubt that he would have risen to prominence there, but, in 1846, he married Eliza Ann, oldest daughter of the late Ichabod Washburn of Worcester, Mass., founder of a plant in that city for the manufacture of wire. Mr. Washburn was anxious to secure the co-operation of his energetic son-in-law in the industry in Worcester, and accordingly, in 1847, Mr. Moen established his home in Worcester, but for the first two years and a half engaged in partnership with Henry S. and Charles Washburn in the operation of a rolling mill and wire drawing plant in Quinsigamond in Worcester. The partnership was dissolved Jan. 12, 1849. In 1850, Mr. Washburn sold to Mr. Moen a half interest in the wire business, which then bore the name of I. Washburn & Co., and in 1865 the partnership was merged into a corporation under the title of the I. Washburn & Moen Wire Works. Mr. Moen was of singularly enterprising disposition, and by another investment he became president of The Quinsigamond Iron & Wire Works, and this corporation was consolidated in 1868 with the other company, under the new title of The Washburn & Moen Manufacturing Co., capital \$1,000,000. Mr. Moen served as the vice president of the company until the death of Mr. Washburn, late in 1868, when he became its president, and in 1875 its treasurer also. This relation he retained the rest of his life.

Under Mr. Moen's skillful fostering, the Worcester mills developed into the largest industry of its kind in the world. In time, they made a specialty of the manufacture

of barbed wire for the fencing of Western farms, and were remarkably successful in this branch of the industry. The development of the business, finally, in 1890, required the establishment of another rolling mill and wire producing factory in the West, and a plant was created in South Waukegan, Ills., which alone now represents a value of about \$2,000,000.

When Mr. Moen became a partner in the industry in 1850, the annual production was small, but the business increased year by year, until, in 1896, its annual output amounts to nearly 200,000 tons of wire of all kinds. The works in Worcester have been a great blessing to that city, employing 4,000 men in good seasons, dispensing millions of dollars in wages and promoting local mercantile, transportation and real estate interests in a marked degree.

Mr. Moen was in politics a staunch Republican but far too busy a man to allow his time to be occupied by public office. For one or two years, he was connected with the city government as president of the Common Council, but it is believed that the only other commission in the gift of the people he ever consented to accept was that of Presidential Elector in the campaign of 1884, when he cast his vote for James G. Blaine. In the financial world, however, he accepted several trusts, in order the better to look after his investments, and served as a director of The Central National Bank for many years, a trustee and vice president of The People's Savings Bank and a director and for a time president of The State Mutual Life Assurance Co. He was noted for benevolence of character and interest in the working classes. Various philanthropic institutions remember his gifts and services with gratitude. Of the board of trustees of the Memorial Hospital, founded by the will of his father-in-law, Mr. Washburn, in memory of his daughters, he was the first president, and this office he retained until death. He was also a trustee, and for several years the treasurer, of The Worcester Polytechnic Institution, to whose endowment he had been a generous contributor. During 1866-67, he held the presidency of The Worcester County Mechanics' Association and was a trustee of the Free Public Library of the Young Men's Christian Association and of The Home for Aged Women.

Mrs. Moen died shortly after her marriage, and, in 1856, Mr. Moen married Maria S. (daughter of Peters Grant), born in Lyme, N. H., who died in North Troy, Vt. To him and his second wife were born Philip Washburn Moen, now treasurer of the company, and two daughters, Sophie Moen and Alice Grant, wife of Arthur Edward Childs. Mr. Moen died in Worcester, April 23, 1891.

CHRISTIAN MOERLEIN, brewer, Cincinnati, O., born in Truppach, Bavaria, May 13, 1818, went to the village school until twelve years of age. Blacksmithing, farming with his father, and brewing with his uncle, made his muscles as hard as iron, and at the age of eighteen, he opened a blacksmith shop, which yielded only about a Prussian dollar a week and set him thinking about America. With a hundred guilders in his pocket, a gift from his father, he finally set out on foot for Bremen, 300 miles away, and after a voyage of fifty-eight days, landed in Baltimore an utter stranger, with \$12 left of his entire cash capital. There was no work at first, but at Belmont, O., which he reached almost penniless, he found work at \$7 a month. Later, he earned \$15 a month. A removal to Cincinnati in 1842 did not at first improve his position, and he dug cellars at fifty cents a day to keep from starving, but later engaged in his old trade of blacksmithing and then began to make a little headway. By hard work and self

denial, a little money was saved, and, in 1853, with Adam Dinman, Mr. Moerlein started a small lager beer brewery. Mr. Dinman died a year later and Mr. Moerlein then went into partnership with Conrad Windisch, finally, in 1866, buying the interest of Mr. Windisch for \$130,000. The growth of his business was such that, in 1881, when it was incorporated as The C. Moerlein Brewing Co., the capital was fixed at \$1,000,000. The founder took the presidency of the concern and is yet at the head of the establishment. Mr. Moerlein is trustee of The Cincinnati Water Works and connected with The German National Bank, several insurance companies and nearly all the charitable institutions in the city. In 1843, he was married to Sophia Adams, and, after her death to Barbara Oeh in 1849. His children are John; George, now deceased; Jacob, William, Lena, Elizabeth and Emma.

DAVID H. MOFFAT, banker and railroad president, Denver, Colo., was one of the early pioneers of Denver, and the greatest part of the forty years of his active and honorable business life has been connected with the phenomenal rise of that municipality from a rough frontier camp to a flourishing modern city of 110,000 population. Colorado is largely indebted to his judgment, spirit and enterprise.

Born in the village of Washingtonville, in Orange county, N. Y., in 1839, Mr. Moffat received such education as he could obtain at the local schools until the age of fifteen, when, without a dollar in the world, he went to New York city to enter upon a business career. Employment was given him as a messenger boy in The New York Exchange Bank, and this circumstance determined his occupation for life. A year later, he obtained the position of a clerk in the banking house of A. J. Stevens & Co. in Des Moines, Ia., and there acquired a thorough knowledge of the business. A better position in a bank at Omaha being then offered to him, he accepted it and displayed so much energy, ability and integrity, that the stockholders soon made him cashier of the bank. At the end of four years, he closed the bank, paid its indebtedness in full and divided a handsome surplus among the stockholders.

The Colorado excitement was, at that time, at its height, and a great rush was taking place. Mr. Moffat resolved to emigrate, and joined a company then being organized for the trip to Colorado, supplied himself with mules, provisions and a wagon, and, in 1860, began the arduous and dangerous journey to the Territory. The route lay across treeless and inhospitable plains, swarming with hostile Indians, and was lined with the graves of emigrants who had fallen under the arrows of the red man or perished from exposure, thirst and starvation. Arriving in Denver, a rough settlement of a few thousand souls on the banks of the Platte river, scarcely more than a camp of gold prospectors, among whom were hundreds of ruffians who had been driven out of Kansas or drawn from Utah, Mr. Moffat started a bank and a book and stationery store in company with C. C. Woolworth, of New York. The book business was carried on for about six years. The money of Colorado was then little else than gold dust, carried in buckskin bags. Interest rates were high, and there was a profit in the purchase of bullion and its shipment to the States. In 1866, Mr. Moffat withdrew entirely from mercantile business to become cashier of The First National Bank, being shortly afterward elected president, and, by his abilities, character and untiring efforts made that institution, in course of time, the strongest and soundest bank in Colorado. It now has a capital of \$500,000, a surplus larger than that, and deposits amounting to \$6,000,000. Mr. Moffat yet retains the presidency.



Skullerout

From the beginning in Denver, Mr. Moffat has taken an active part in promoting every enterprise, which promised to maintain the supremacy of Denver and promote the welfare of Colorado. With railroad projects, he has been specially identified. In 1869, he coöperated with ex-Gov. John Evans in building The Denver Pacific Railroad from Denver to Cheyenne, thus securing a connection with The Union Pacific and saving for Denver its prestige as the commercial emporium of Colorado. After the discoveries of silver at Leadville, he was one of the organizers of a syndicate which built The Denver & South Park Railroad, about 150 miles in length, to Leadville. At one time, this line yielded larger profits than any other railroad of its length in the world. In 1884, Mr. Moffat became a large owner in The Denver & Rio Grande Railroad and was elected its president. This important position he retained until 1891, when he resigned. He has recently built The Florence & Cripple Creek Railroad, largely at his own expense, connecting Florence on The Denver & Rio Grande Railroad with the new mining camp of Cripple Creek.

Mr. Moffat is now extensively interested not only in banks and railroads, but in mines and local real estate. He is president of The International Trust Co., and a member of many social organizations, including the Union League club of New York.

He married Miss Fannie A. Buckhout of Saratoga county, N. Y., in 1862, and has one daughter, the wife of J. A. McClurg, a prominent merchant of Denver.

ALEXANDER MONTGOMERY, merchant, San Francisco, Cala., an Irishman by birth, who died in San Francisco, Nov. 4, 1893, emigrated to the United States in 1846, and sailed for California in 1849, in the clipper *Adventure*, in which he owned an interest. The first impulse of every '49er was to rush to the mines, and thither Mr. Montgomery went in the hope of a dazzling fortune. Enough gold was obtained in two years to enable Mr. Montgomery to start a clothing store in San Francisco in 1851, but the fortune he had fondly hoped for was a much later achievement. During the early years of the city, he bought a large amount of real estate, and the subsequent growth of the community and the loaning of his profits at the then high rate of interest, brought him large wealth. A noble use was made of his acquisitions. While yet living, San Francisco Theological Seminary received \$250,000 from him, and the bulk of his estate of \$2,360,000 was willed to that institution.

WILLIAM MONYPENY, banker, Columbus, O., born Oct. 10, 1829, in County Armagh, Ireland, is a son of Charles and Sarah Monypeny, farmers. The ancestors of the former were Irish born, but those of the mother migrated to Ireland with William of Orange in 1690. The subject of this sketch began life without advantages, but possessed a good character, clear head, frugal habits, vigorous health and strong common sense. He went to work first as a clerk in a store in Dublin, but in 1848 he sailed for the land of freedom, and settling in Ohio went to work as a clerk in a distillery. A promotion to be bookkeeper was followed by another to be manager of the concern. After that, it did not take him long to become proprietor. Since then, Mr. Monypeny has become one of the largest capitalists in his part of the State, and has promoted banks, elevators, railroad construction and various manufactures. He is a partner in Monypeny, Hammond & Co., wholesale grocers, although not active in the firm. In the construction of The Scioto Valley Railroad, he took a leading part, and is yet connected with the company as well as with The New England Railroad and many other corporations. He has invested in real estate, and for a long time has been president

of The National Bank of Columbus. To Mr. Monypeny and his wife, Maria Bronson, of Milford, O., whom he married in 1854, have been born five children.

WILLIAM LEWIS MOODY, merchant, Galveston, Tex., born, May 19, 1828, in Essex county, Va., comes from ancient fighting stock. His father, Jameson Moody, who married Mary Susan, daughter of William Lankford, served in the War of 1812; and Lewis, William L. Moody's grandfather, as well as his maternal grandfather, both fought in the American Revolution. Mr. Moody attended the University of Virginia, 1847-50, and in 1852, removed from Chesterfield county, Va., to Fairfield, Freestone county, Texas, where he practiced law three years. Delicate health then led him into mercantile pursuits in Fairfield, under the firm name of W. L. Moody & Bro's, in company with David J. and Leroy F. Moody. In 1861, he took a company of volunteers as its Captain from Freestone county, and at Hopkinsville, Ky., joined the 7th Texas Inf. Mr. Moody remained in active service until just after the fall of Vicksburg. He had been severely wounded at Jackson, Miss., while in command of the regiment as Lieutenant Colonel, and being disabled, was promoted for gallantry, and, with the rank of Colonel, held command in Austin, Texas, at the surrender of General Lee. In 1866, Colonel Moody removed from Fairfield to Galveston, and entered the cotton factorage business, his firm now being W. L. Moody & Co., two sons being partners. He is highly regarded in his city, and was president of the Galveston Cotton Exchange for thirteen years. From time to time, he has been connected with many local corporations. The firm of W. L. Moody & Co. are sole owners of The Moody Cotton Compress & Warehouse Co., at Galveston, which has the finest plant of its character in the South, and they are perhaps the largest receivers of consignment cotton in the South. In 1894-95, they handled nearly 70,000 bales. They also transact a large general banking and exchange business. In 1874, Colonel Moody was elected a representative to the Texas Legislature, and during the same session became financial agent for Texas, for the sale of its bonds, and as such, successfully negotiated the loan. In 1860, Colonel Moody married in Freestone county, Texas, Miss Pherabe Elizabeth Bradley, daughter of Francis Meriweather Bradley, planter, formerly of Alabama, and a native of Georgia. They have three children, William Lewis and Frank Bradley Moody and Mary Emily, wife of Sealy Hutchings of Galveston.

BLOOMFIELD HAINES MOORE, manufacturer, Philadelphia, Pa., who departed this life in that city, July 5, 1878, was born Dec. 16, 1819, and spent his boyhood in toil. In early life, he had charge of the affairs of Jacob Ridgway, who so thoroughly appreciated the young man's services as to leave him a legacy of \$10,000. Upon this foundation, Mr. Moore built a handsome fortune. In 1843, in company with Augustus E. Jessup of Westfield, Mass., Mr. Moore engaged in the manufacture of paper, and The Jessup & Moore Paper Co., which succeeded the original firm, became one of the most profitable paper concerns in the State. After 1870, Mr. Moore became virtually sole owner. He was connected with a number of financial institutions in Philadelphia and is remembered as a man of cultivated tastes, a good debater and a writer. One of his last essays was an argument against the low tariff bill drafted by Fernando Wood. With other members of the Union League, to which he belonged, he took a prominent part in the work of the Sanitary Commission during the War. At the time of his death, his family consisted of his wife, Mrs. Clara Jessup Moore, and two children, Clarence B. Moore, and Ella, wife of Count Carl Gustav Von Rosen of Stockholm, Sweden.

ROBERT MOORE, exchange and stock broker, New Orleans, La., who died, April 25, 1893, at the age of sixty-two, highly esteemed and the possessor of a fortune, was a native of Ballyconnell, County Cavan, Ireland. Sailing for New Orleans in 1843 to join an older brother, this energetic young man went to work as a clerk in the Boston warehouse, spent his leisure in hard study, and then took a membership in the firm of Thomas, Janney & Co. In this house he set a splendid example of what a man can achieve by application, tact and good judgment. When the firm reorganized as Moore, Janney & Hyams, he stood at their head. The firm changed to Moore, Hyams & Co. in 1881. Mr. Moore never married, but gave himself entirely up to business. He had courage, shrewdness, and foresight, and made a specialty of dealing in State and city securities, at a time when they were not sought for. With confidence in the future of the State and city, he bought large lots of these securities, which subsequently advanced in value and yielded him a large return. The banking house of which he was the head, under his wise administration, was ever generous in its dealings with the commercial interests of the city. The sufferings of the worthy poor always evoked Mr. Moore's sympathy and the charities and religious bodies of New Orleans received from him frequent gifts.

SAMUEL LOVELL MOORE, manufacturer, Elizabeth, N. J., born in Crosswicks, Burlington county, N. J., Nov. 17, 1803, died, March 17, 1894, in Elizabeth. He was the son of Daniel Douglass Moore, a millwright, who, when the boy was eleven years old, moved to Lowry's Mills, near Trenton. Samuel was soon apprenticed in a cotton mill, and gained what education he could at a night school and by self instruction. When he had attained his majority, he went to sea for eleven years. In 1835, he settled in Jersey City, became a locomotive engineer for The New Jersey Railroad & Transportation Co., whose line is now leased to The Pennsylvania Railroad, and took the first engine through Bergen cut and the first from Newark to the Hackensack river.

In 1839, he married Miss Frances A. Armstrong of New Brunswick, N. J., and, in 1841, removed to Corning, N. Y., and took charge of the machine shops of The Corning & Blossburg Railroad. The year of 1847 found him in Somerville, N. J., superintendent of motive power of The Elizabethtown & Somerville Railroad, now The Central Railroad of New Jersey. In 1848, settling in Elizabethport, Mr. Moore took part in building the extension from Somerville to White House and later to Phillipsburg, and held the throttle of the first engine to make the trip into Phillipsburg. The railroad company retained him in its service for nearly twelve years, as its master mechanic, but, in 1854, Mr. Moore established an iron foundry in Elizabeth, and then, operating on his own account, found himself on the road to prosperity. Through energy, continued application, and business ability, he soon created a large and flourishing industry. Douglass G. Moore, a son, was admitted to partnership in 1869, and in 1886 the business was incorporated as The Samuel L. Moore & Sons Co., the founder being president, Douglass G. Moore, vice president, and Miller F. Moore, treasurer and secretary, capital, \$50,000, which, in 1892, was increased to \$500,000.

A large plant came into existence under Mr. Moore's management, equipped with wharves and tracks and employing several hundred men in ship building and a general machine and foundry business. Considerable work has been done in these shops for the Federal government, under contract, and the practice cruiser *Bancroft* and light house tender *Maple* were both built there. Mr. Moore was a Democrat, a member of

the Elizabeth City Council for thirteen years and of the Legislature, 1862-63, an Episcopalian, a Free Mason after 1828, and an upright citizen.

JAMES KENNEDY MOORHEAD, contractor, Pittsburgh, Pa., born in 1806, in Dauphin county, Pa., whither his father William had emigrated from the North of Ireland in 1798, died in Pittsburgh, March 6, 1884. Left penniless by the death of his father, James never had more than two years of schooling. At fourteen, he had the chief management of a farm. Learning the tanner's trade in Lancaster county, he then made nearly \$400 by constructing the Susquehanna division of the Pennsylvania canal.

In 1829, he married Jane Logan, and, taking a house in Huntingdon, Pa., spent ten years in the navigation of the canal. The Pioneer line of packets originated with him. In 1839, three years after his removal to Pittsburgh, he took hold of The Monongahela Navigation Co., then a lagging enterprise, and in 1846, became president and held that position thirty-eight years. During this period, many dams, locks and reservoirs were built by him under contract, both in his native State and elsewhere. One of his early ventures, dating from 1840, was the Union cotton factory, which, with two partners, he established in Allegheny City, and which, with his house, burned down in 1849. Another trial of the same sort attended him later. Having taken a part ownership of The Novelty Works in Pittsburgh, he built a new house, and that also burned down in 1853. Largely under his direction, telegraph lines were built from Pittsburgh to Philadelphia and Louisville, and he held the presidency of the companies for several years. Unceasing enterprise brought to Mr. Moorhead a fortune. He touched the public life of Pittsburgh at many points, and became both Postmaster of Pittsburgh and Adjutant General of the State, as well as Member of Congress, 1859-69. At his death, he was president of the Chamber of Commerce of his city, trustee of The West Pennsylvania Hospital, The Western University, The Institution for the Instruction of the Deaf and Dumb, and The People's Savings Bank, president of The Ohio River Commission, and ruling elder in the Presbyterian church.

JOHN MOORHEAD, iron merchant, Pittsburgh, Pa., born Jan. 10, 1822, in Indiana, Pa., died in Pittsburgh, Sept. 29, 1880. He was the youngest son and eleventh child of Joseph and Jane McElhose Moorhead and grandson of Fergus Moorhead, a soldier under St. Clair.

John Moorhead's mother died when the boy was nine months old, and he was brought up by his sister Euphemia, wife of Judge Joseph Thompson of Indiana, Pa. His first employment was in a "general store" and subsequently he carried the mails from Huntingdon to Pittsburgh. When scarcely twenty, Mr. Moorhead became the manager of the furnaces of the late Dr. Peter Schoenberger, in Petersburg, Pa., and he was married at Alexander, Pa., Feb. 18, 1847, to Miss Annie C. Turner. Shortly afterward, he removed to Freeport and embarked in the manufacture of iron, but meeting with reverses returned to Indiana, and went into business as a merchant. Presently, however, he removed to Pittsburgh and with the late Henry S. King, engaged in the wholesale grocery business under the name of King & Moorhead. He also undertook to act as selling agent for various big iron firms in the central part of the State. This part of his business grew so rapidly that he finally devoted himself entirely to iron. With the late Alexander Reynolds of Kittanning, he soon established the Redbank furnaces on the Allegheny river, and continued to represent a large number of iron masters in Pennsylvania and elsewhere. He practically controlled the output of the

furnaces in Northern New York, the product of which was valuable in the manufacture of fine crucible steel. A few years before his death, Mr. Moorhead purchased The Vesuvius Iron & Nail Works, which are yet operated by his son, John Moorhead, jr. He was a gentleman, dignified, refined and courteous, and although a founder of Christ Methodist Episcopal church, Mrs. Moorhead being of that faith, later, he and his family attended the First Presbyterian church in Pittsburgh. Mr. Moorhead was a trustee of the Pennsylvania College for Women, which he aided with generous benefactions, trustee of the Western Theological seminary in Allegheny, a director of the Insane Asylum at Dixmont, manager of the Allegheny County workhouse, and for many years a director of The Exchange National Bank and The Monongahela Navigation Co.

Two children were born to him, who died in infancy. Three sons and three daughters survived him, Frank T. Moorhead of New York, John Moorhead, jr., and Horace R. Moorhead, of Pittsburgh, Mrs. L. W. Dalzell, Mrs. W. J. Holland, and the late Mrs. Allan C. Bakewell, of Pittsburgh and New York.

CHARLES MORAN (or Morand, as the the name was originally spelled), was the grandson of a pioneer of Detroit, Mich., and was born in 1797, upon the farm of his parents, Charles and Catherine Vessiere de la Ferté Moran, just outside of the post at Detroit, and died Oct. 13, 1876. He was descended from the Norman family of Morand, who came to Lower Canada in 1684. His grandfather, Charles Claude Moran, settled in Detroit in 1751, on what is yet known as the "C. Moran farm," and the grant of which was confirmed to his heirs by the United States government in 1807.

Charles Moran, the subject of this sketch, was left an orphan at an early age, and after a proper education in the vicinity, succeeded to the possession of his property. With much business sagacity, and foreseeing the growth of Detroit, he continued to cultivate, to plat, lease and otherwise care for the interests of his estate, until the vigorous town then springing into prosperity at the "Straits" reached and surrounded its boundaries. Detroit has continued to expand until the old Moran farm lies near the center of the city, and certainly constitutes a notable property.

Though of a retiring and conservative disposition, Mr. Moran took great interest in the prosperity and development of his native State, and when a lad of sixteen, was active in the performance of sentinel duty in the War of 1812. (See Lossing's handbook, War of 1812). He was present at the surrender of General Hull; was also a member of a volunteer company called by General Cass to suppress Indian raids in 1814; a delegate to the convention, taking action for the admission of Michigan to the Union; member of the Legislature in 1838; Supervisor of the village, 1827 to 1833; appointed Associate Justice of Wayne County Circuit Court, March 4, 1831, and again from 1837 to 1840; Alderman, 1833 and 1841; Assessor in 1835, and, as early as 1838, was appointed one of a board of visitors to look after the interests of the University of Michigan. In fact, during all the years of his early life, he gave much attention to the advancement and prosperity of Detroit and Michigan from an educational and business point of view.

Mr. Moran was a member of the Catholic church. In 1822, he married Julie de Quindre, daughter of Antonie Dagneau Donville de Quindre and Catherine des Rivières de la Morandière. After the death of his wife he married Justine McCormack. Five children survived him, Mary J., wife of Robert E. Mix of Cleveland, O.; William B. Moran, John V., Catherine E. and Fred T. The sons now manage the intricate interests of the paternal estate.

DAYTON SAMUEL MORGAN, manufacturer, the leading citizen of Brockport, N. Y. born in the town of Ogden, Monroe county, N. Y., Nov. 19, 1819, died April 9, 1890. His first American ancestor was James Morgan, a native of Wales in 1607, who came to America in March, 1636, finally settling in Groton, Mass., whence have since sprung the various branches of this family. His mother was a member of the Dayton family in New Jersey, after whom the city of Dayton, O., is named. The senior Morgan moved with his family about 1812 to Herkimer, N. Y., and later to Monroe county, where he became a prosperous farmer and miller.

Dayton spent his boyhood upon the farm, where he gained vigorous health. Every Winter he attended district school. In 1836, the father was overwhelmed by the financial reaction of that year, lost his property, and moved to Ohio, leaving Dayton to make his own way, a mark of confidence in the boy which his subsequent career fully justified. Dayton was an ambitious lad. He dwelt with an aunt in Brockport, taught school every Winter, studied hard at night, and after much struggle finally obtained a course at Brockport Collegiate Institute. In 1841, he secured employment as a clerk in the Erie Canal Collector's office, and, in 1842, entered the store of a grain merchant. He soon became known for energy, honesty, and self reliance, and, although he had saved only a few hundred dollars, was, in 1844, solely upon his merits, taken into partnership by William H. Seymour, an influential manufacturer of Brockport.

The firm of Seymour & Morgan, which was then formed, conducted The Globe Iron Works in Brockport for the manufacture of stoves and implements. The excellence of their workmanship having come to the knowledge of Cyrus H. McCormick, that inventor visited Brockport and contracted with the firm for the manufacture of a number of his newly devised and yet crude and imperfect reaping machine. For the harvest of 1846, Seymour & Morgan built 100 McCormick machines, the first large quantity of mowers ever placed upon the market in any part of the world. They continued the manufacture under a license until 1848, when the original patent expired. Experience having demonstrated to the firm the imperfections of the old machine, their inventive ability enabled them to patent and introduce a Reaper of their own, entitled the "New Yorker," which subsequently gained a world wide reputation and was acknowledged to be one of the best machines of its day. For the harvest of 1851, they made 500 of the new machines, an act of great enterprise at the time, exciting the wonder of farmers, who did not suppose that so many could be sold. They were duly sold, however, and the production steadily increased. At first, a hand raker, the New Yorker was improved by adding a self raking attachment and quadrant platform, and later a mowing attachment. Other manufacturers being compelled to adopt some of the firm's new devices, they enjoyed a large income from royalties alone. Mr. Morgan afterward introduced the Triumph, No. 1, mower, and the Empire State mower. In 1875, Mr. Seymour retired. From that date, Mr. Morgan was the active head and controlling owner of the concern, which was known as D. S. Morgan & Co.

The success of Mr. Morgan was striking. Quiet and unassuming in manner, always refusing political preferment, caring nothing for publicity, he possessed unusual will power, tenacity of purpose and business genius, and rose from nothing to high position and fortune. He was a large and judicious investor in real estate and bought much farming, timber and city property. Convinced of the future of Chicago, he owned, at the time of his death, the five hundred acres of land upon which that city's



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suburb of West Pullman is now built. The corporation, which he founded, has erected in the heart of the city of Buffalo one of the most complete office buildings in the country, known as the D. S. Morgan Building. Mr. Morgan was interested in various railroads, and at one time served as vice president of the Central branch of The Union Pacific Railroad. He was president of the trustees of the Brockport State Normal school, a member of the Rochester Historical Society, and a vestryman in St. Luke's Episcopal church in Brockport.

In 1864, Mr. Morgan was married to Miss Susan M. Joslyn in Brockport, and their children are George D. Morgan, now president of the company; William P. Morgan; Sara, wife of Frederick Arnold Manning; and Susan, Henry, Gifford and Gladys E. Morgan.

EDWARD BARBER MORGAN, financier, Aurora, N. Y., born in that village May 2, 1806, died there Oct. 13, 1881. The son of Christopher and Nancy Barber Morgan, both natives of Groton, Conn., who had settled in Aurora in 1800, and member of a family which has produced several famous men, Mr. Morgan himself manifested from early life not only a character above reproach but the possession of exceptional ability. The father was a merchant and Edward became his clerk, at the age of thirteen, succeeded him in 1827, and for nearly forty years carried on a successful trade.

As he gained the means, men of large interests invited him to share in large enterprises and he helped found both the California express of Wells, Fargo & Co. of which he was president for one year, and The United States Express Co., of which he was a director for over twenty years, besides being one of the original stockholders of *The New York Times*, and a director in the Grand street line of horse cars in New York city and other corporations. As a Republican he held a seat as Member of Congress, 1853-59, being elected by a majority of 1,851 the first and 9,000 the last time. He was one of two men who rescued Charles Sumner from the assault of Brooks.

Mr. Morgan was remarkable for courteous demeanor and a habit of accosting a wagon driver as politely as an intimate friend. A trustee of Cornell university, in whose interest he sent out a scientific expedition to Brazil, he made liberal donations to that and other institutions. With William E. Dodge, of New York, he gave the \$40,000 Dodge-Morgan library building to Auburn Theological seminary, of which he was a trustee, and later, in his own behalf, the dormitory, known as Morgan Hall. He was one of the charter trustees of Wells college for young ladies in Aurora, and gave that school more than \$250,000. His wife subsequently built the new Morgan Hall for this institution. Mrs. Morgan (born Charlotte Fidelia, daughter of Walter Wood, of Aurora), whom he married Sept. 27, 1829, aided many young men to obtain an education and establish themselves in business. She died shortly before her husband, and the latter's life was terminated by a sunstroke. His children were Helen Elizabeth, who died at the age of nineteen; Alonzo Delano, Henry Augustus, Louise Fidelia, wife of N. L. Zabriskie, now president of The First National Bank of Aurora; Christopher Ledyard, who died at the age of one; and Adelia Matilda, twin sister of the latter, who died at fourteen.

JOSIAH MORRIS, banker, Montgomery, Ala., and at his death, March 9, 1891, the richest man in the State, was born on a farm on the eastern shore of Maryland May 26, 1818, attended only the common schools in youth and made a beginning as modest as his subsequent career was conspicuous. Resolved to make his own way, he

started in early manhood for Georgia. At Washington, D. C., the stage coach for the South was crowded with people, but Judge Calhoun, of Columbus, Ga., had chartered a stage for his own use, and invited the young man to join his party. During the trip to the South, Judge Calhoun gained a strong liking for the young man and hospitably insisted upon making him a member of the family.

Columbus was then a small town and Indians yet abounded in the region. Mr. Morris first entered the employment of Judge Calhoun, and later secured a clerkship in a bank. About 1849, having meanwhile married Miss Elizabeth Harvey, he removed to New Orleans and engaged in the cotton commission business. Returning to Georgia in 1852 with some means, he located in Montgomery as the representative of The Union Bank of Augusta, and within a few years established the private bank of Josiah Morris & Co., whose affairs he conducted personally until shortly before his death.

Mr. Morris took an active interest in all movements for the welfare of Montgomery and the South, and the construction of two of the railroads leading into his city was due mainly to his efforts. In three of the Georgia railroads he was an officer, being president of The Mobile & Montgomery Railroad until after the failure of his health, in 1889. He was also the organizer of The Elyton Land Company at Birmingham, Ala. Paralysis overtook him in January, 1889, whereupon Mr. Morris resigned to his wife's half brother, F. M. Billing, who had been identified with the bank for years, the actual management of affairs, Mr. Billing being admitted to partnership. No institution in the State has had a higher standing or wider reputation than the old bank of Josiah Morris & Co. The family were devout Episcopalians, and generous givers to religious and charitable objects. His fortune of nearly \$4,000,000 was left to his only child, Mrs. B. J. Baldwin, wife of a prominent physician of Montgomery, but now deceased.

WISTAR MORRIS, iron founder, Philadelphia, Pa., born on Green Hill farm near the city, died at his home, Overbrook, March 23, 1891, at the age of seventy-four. It was in the iron business of Morris, Tasker & Co., that the subject of this sketch, by enterprise, diligent application and the possession of talents of a high order, attained fortune. During the Civil War, the works were especially overwhelmed with orders, which they executed upon profitable terms. For a long period, Morris, Tasker & Co. were the largest founders of iron pipe in the United States. The Delaware Iron Works, which they established, are yet in existence at Newcastle, Del., and in fact the business of the firm is in these latter days being transferred to that large and important plant. Mr. Morris was a director in The Pennsylvania Railroad Co., and at the time of his death the oldest member of the board in point of service. He was also president of The Locust Mountain Coal & Iron Co.

DORILUS MORRISON, financier, Minneapolis, Minn., a native of Livermore, Me., Dec. 27, 1814, is of Scottish descent. His father, Samuel Morrison, a general merchant and for many years Deputy Sheriff of Oxford county, married a daughter of Captain Benjamin, a soldier of the War of 1812. The young man left the farm at the age of sixteen to enter a country store as a clerk, at first receiving \$7 a month compensation. Within five years, he had saved a few hundred dollars and bought an interest. In 1842, he removed to Bangor, Me., with about \$4,000 and began dealing in lumber and merchandise. After eleven years of success, he sold in 1853 and moved to Hudson, Wis., but settled at St. Anthony's Falls in the Autumn of 1854, with his family. There, he organized the firm of D. Morrison & Co. and engaged in lumber manufacturing,

purchasing, as opportunity served, vast tracts of pine land in Minnesota and Wisconsin. With several associates, he took the first contract from The Northern Pacific Railroad and built the line from Duluth to the Red River and later to the Missouri river. The work was completed in the Fall of 1873. Since then, his attention has been concentrated mainly on enterprises local to Minneapolis. Flour milling occupied him for a number of years and his properties were, in 1889, consolidated with those of Morse & Sammis, as The Minneapolis Flour Manufacturing Co., capital \$600,000, operating four mills, Mr. Morrison, president. He also formerly had an interest in The Minneapolis Harvester Co., and, for a number of years, was president of The North Western National Bank. He is a large stockholder in The Great Western Elevator Co., now owning several elevators and is president of The North Star Woolen Mill Co. He was married in May, 1840, to Miss Harriet Putnam Whitmore of Livermore, Me., and is the father of Clinton and George H. Morrison and Grace E., wife of Dr. H. H. Kimball of Minneapolis.

LEOPOLD MORSE, merchant, Boston, Mass., of Hebrew descent, born in Wachenheim, Bavaria, Aug. 15, 1831, died suddenly at a banquet of the Boston Merchants' Association, at the Hotel Vendome, Dec. 15, 1892. Making the voyage to America alone in a sailing vessel, at the age of seventeen, to join an older brother in New Hampshire, Mr. Morse settled in Boston in 1849 and began business life as an errand boy at \$2.50 a week. Soon afterward, a clothing merchant named Henry Herman employed him as a clerk, and later encouraged Leopold and his brother to open a clothing store in New Bedford, which they did. Gaining enough capital for the purpose, the brothers returned to Boston and bought Mr. Herman's business, which they carried on with most satisfactory results. After the older brother's death, Leopold went on alone. He finally bought the Brattle Square church property and built there a handsome block of stores for the accommodation of his trade. He manufactured as well as sold clothing. Mr. Morse was elected Member of Congress in 1876, and served for ten years as a Democrat. He was one of the leading champions at Washington in favor of a reduced tariff on foreign goods, and, in his effort to prove his case, exhibited a suit of clothes during a debate in Congress as an object lesson.

COL. CHARLES ADAMS MORTON, Fargo, No. Dak., owner of one of the great wheat farms of the West, and son of Mordecai Morton, surgeon and physician, was born in Willoughby, O., May 28, 1839. He had the advantage of an education at Des Peres Institute in St. Louis county, Mo., and in 1855, became a clerk in a wholesale grocery and commission store in St. Louis. In 1858, he was taken into partnership. The firm conducted a large trade with the South and maintained a branch store in Memphis, Tenn. Early in 1861, the young merchant went into the field as Quartermaster of the 32d Ill. Inf., and having been detailed for duty with Gen. William T. Sherman in March, 1862, served in the subsistence department throughout the rest of the War. Promotions in rank came, one after another, a commission as Captain, Sept. 10, 1862, and another as Lieutenant Colonel in February, 1863, and in 1864, he was made acting Colonel and Commissary of Subsistence. After the War, Colonel Morton settled in St. Paul as a merchant, meeting with good success, and having the honor to be sent to the State Senate, 1877-80. In 1880, he went to what is now North Dakota, the Flickertail State, then the Territory of Dakota, and near the Red River created upon the wonderful soil of that valley, a 10,000 acre farm, devoting the most of it to wheat

but a part to oats, barley, flax and other crops. Colonel Morton raises about 150,000 bushels of excellent wheat alone every year. He lives in Fargo, where The Northern Pacific Railroad crosses the Red River, and carries on dealings in wheat, fuel, real estate and securities there. At one time, he was president of The Exchange Bank. Among those who have been most active in creating a prosperous commonwealth in a region settled within the last thirty years by men who came there with only a dollar or two in their pockets, Colonel Morton is one of the foremost.

JAY OSBORNE MOSS, financier, president of The Moss National Bank of Sandusky, O., is third in direct line of descent in a family of bankers. His grandfather was a banker, and his father, Augustus H. Moss, founded, in 1848, the financial institution of which the subject of this sketch is the president.

Mr. Moss was born in Sandusky in 1845. He received a sound education and made his entrance into banking during the panic of 1856, and has been continuously occupied in this vocation, in successive offices, to the present time. While he inherited some means from his father, he has added to it materially by his own ability and is the maker of his own position in the world. He now has large interests, is a sound and conservative financier, alert to opportunity, and energetic, and has prospered in all his undertakings.

In 1866, Mr. Moss turned his attention to the important subject of railroads. In that year, he bought a large amount of stock in The Sandusky, Mansfield & Newark Railway, and became treasurer of the company, which office, together with that of vice president, he continues to hold to the present time. He has also become identified with half a dozen other railroads, and is a director in each. He possesses marked public spirit and has been the life of many enterprises, which have contributed to the well being of the city of Sandusky. By investments and otherwise, many of the industries of the city have been promoted by him, and it is not too much to say that he is an officer in almost every important institution in Sandusky. He is, among other things, president of The Sandusky Street Railway Co. and The Sandusky Electric Light, Fuel, Gas & Supply Co., but also makes himself felt, with means and with counsel which is always judicious, in many other enterprises.

While a devoted business man, Mr. Moss has never been unmindful of the calls of philanthropy and religion. A man of his position ought to, and a man of his character will, do something in a disinterested way for the benefit of fellow human beings. Among other mediums through which he operates, it may be said that he is the senior warden of Grace church, trustee of the Good Samaritan hospital, and one of the finance committee of the Diocese of Ohio.

He was married, in 1863, to Miss Frances Lane Boalt, daughter of Judge Charles L. Boalt. This has been a most happy union. Mrs. Moss is a lady of great cultivation, highly educated, and possessing an ancestry which accounts for her refinement and literary tastes. They have two children, Nellie, the wife of G. Hunter Brown, jr., and thus the daughter-in-law of a member of the firm of Brown Bro's, bankers; and a son, Augustus L. Moss, who is being trained to succeed his father in the care of varied interests. The son is married to Miss Caroline Curtis of Hartford, Conn.

While not a club man, Mr. Moss is a member of several social organizations, including the Union League, Riding and Law clubs, and The Ohio Society of New York city.

GOTTLIEB MUHLHAUSER, president of The Windisch-Muhlhauser Brewing Co. of Cincinnati O., is one of those hardy emigrants of Teutonic stock, who, coming to America in early youth and growing to manhood in the atmosphere of the new world, have had the good fortune to attain prominence in their chosen callings and reap advantages which would probably have been denied them in the fatherland. He was born in Muggendorf, Bavaria, Jan. 24, 1836, the son of Frederick Muhlhauser, proprietor of a small tannery, and of Christina Tuerck, his wife. Frederick Muhlhauser was a man of good repute and an excellent citizen. In order to improve his modest means, he sought a home in America in 1840 with his family, believing that the opportunities of the new world offered him more than was promised at home. He located near Portsmouth in Ohio on a small farm; but being an enterprising man, farm life did not content him. Being already acquainted with the requirements of mercantile business, he saved a little capital and moved, in 1845, to Cincinnati, where he started a grocery store on Hamilton road. Had his life been spared, he might have risen to fortune in the growing city.

An effort was made to give Gottlieb a good education, and during his youth the lad attended the Buckeye school and that of Professor Hoeferich. On account of the death of his father, however, he was compelled to leave his studies at the age of thirteen and enter upon the practical labors of life, in order to help support his mother and several younger brothers. Beginning at the foot of the ladder, as a poor boy must and as no one who is ambitious and competent need be afraid to, he found employment in a pottery on Freeman street in Cincinnati, at a salary of \$1.25 per week. The small wages paid went every week to his mother and aided for a long time to support the struggling family.

Later, the youth secured a better place in the mineral water establishment of Anton Ritter, where he soon gained the good will of his employer by hearty interest in the business and excellent personal qualities. In due time, he rose not only to a thorough knowledge of the trade, but to the position of foreman in the works. For the sake of his mother and brothers, he denied himself every luxury and even many necessities, but managed, in spite of everything, finally to save the modest sum of \$90. Then, he resolved to start in the mineral water business himself, and did so in 1854. Excellent success attended this venture and encouraged Mr. Muhlhauser the following year to start a branch establishment in Chillicothe and at a later date another in Hamilton, O. Taking his brother Henry into partnership in the business in Cincinnati, he went on prosperously until 1859. He then bought an old mill for cracking and grinding malt, and, shortly afterward started a steam flour mill in the city and developed his trade with so much energy that his sales reached 150 to 200 barrels of flour daily. Through a fortunate contract, he was able to secure a steady customer for his flour and sold most of it to the Federal government. By untiring labor, good habits and capable management, the poor boy of fifteen years before had now risen, as a merchant and miller, to considerable prosperity.

In 1867, with Mr. Windisch and Henry Muhlhauser, he entered upon yet another line of business, organized a firm for the manufacture of beer, and founded the Lion Brewery of Cincinnati. The buildings for this extensive establishment were erected mainly under the supervision of Mr. Muhlhauser. While not a practical brewer at the outset of this enterprise Mr. Muhlhauser rapidly acquired an intimate knowledge of



Gottlieb Abuhlhauser

every requirement of the business by close and diligent study. In the earlier stages of the work, he was aided greatly by Mr. Windisch, who had had experience. It did not require any great length of time, however, for Mr. Muhlhauser to learn the whole art of brewing; and he finally became the complete master of his industry, so that the entire management of the manufacture and general supervision of the business fell under his direction. The Lion Brewery met with a powerful rivalry from older concerns but was able to develop its business steadily, mainly through the judicious management of Mr. Muhlhauser. In 1882, the firm re-organized the business under the corporation laws of the State, as a stock company, taking the name of The Windisch-Muhlhauser Brewing Co., their capital being fixed at \$1,000,000, all paid up. Mr. Muhlhauser has been president of the company since its organization. The production has now grown to mammoth proportions, and the brewery plant is one of the largest and most completely equipped in the United States. It is devoted to malting and the brewing of lager and Pilsener beer, employs a large force of men and a great variety of complicated and expensive machinery, and, by its disbursements for labor and supplies, contributes materially to the prosperity of Cincinnati.

Mr. Muhlhauser has many interests outside of brewing, and among other things is a large operator in real estate and the owner of valuable land and city property.

He has never taken any active part in political controversies or sought public office. The responsibilities of business engross his whole attention. But he takes an intelligent interest in public policies, and his advice is often sought. He is a man of large nature, deliberate in the formation of plans, thorough, upright, clear headed, and, while a money maker, generous in his benefactions to charity. His rise to fortune is one of the many illustrations in America of what can be accomplished by one who begins life with no advantages other than sound health, a clean character, and the possession of a mind which refuses to be satisfied with a subordinate position, and is willing to win recognition by honesty, hard labor and brains.

In 1857, Mr. Muhlhauser was married in Cincinnati to a native of his own fatherland, in the person of Miss Christina, sister of Conrad Windisch, who was born in Egloffstein, Bavaria. Their children are Henry Muhlhauser, jr., who has been treasurer of the brewing company since its incorporation in 1882; Tillie, the wife of Jacob Edwin Lapp; Mary Anna, married to Ed. Muhlberg; Kate Virginia, wife of Alfred Heinemann, and Edward C. Muhlhauser, superintendent of the brewery.

SIMON MUHR, jeweller, Philadelphia, Pa., a native of Huerben, Bavaria, born April 19, 1846, died, Feb. 9, 1895, at his home in Philadelphia. Henry Muhr, his father, a watchmaker, brought the family to America in 1853, and, in 1854, founded the house, which now bears the name of H. Muhr & Sons. Simon, the oldest son, gained what education he could in the public schools before the age of thirteen, and then went to work under his father. In two years, he had learned to make watches, and was placed in charge of the store, and displayed great activity and business talent, increasing the importance of his father's business. In 1868, he was admitted to partnership. In 1872, the family purchased a modest outfit of tools, opened a factory and began making chains, rings, thimbles and general jewelry. Henry Muhr retired in 1873. The business now occupies a seven story building at the corner of Broad and Race streets and salesrooms on Chestnut street, the sales amounting to a million and a quarter dollars a year. Simon and a younger brother, Jacob, were, until 1895, sole pro-

prietors of this large and profitable industry. They had a purchasing department in Antwerp and salesrooms in New York city and Chicago, and imported diamonds heavily. Mr. Muhr was a school director and officially connected with The Finance Co. of Pennsylvania, declining other trusts. He belonged to the Five O'Clock and Mercantile clubs, however, and several charitable societies. Having never married, Mr. Muhr devoted his fortune to philanthropy, leaving one-third to Jewish societies, a third to non-Jewish institutions, and the residue to the city of Philadelphia to enable meritorious students, girls and boys, of the public schools to prosecute higher studies. His business affairs had been conducted with such particularity, methodical exactness and integrity, that not a single contention arose over his will. The Simon Muhr Scholarship Fund, as it is called, has given great satisfaction to the educators of Philadelphia.

JOHN ROSS MULVANE, banker and ranchman, Topeka, Kan., a native of New Comerstown, Tuscarawas county, O., was born July 6, 1835, son of David Mulvane, a country merchant, tanner and farmer, and of his wife, Mary Ross. The Mulvanes were Scots who emigrated to North Carolina about 1800, while the Ross family are of Irish and English extraction.

John R. Mulvane learned the tanner's trade in his father's employment, and at seventeen, went into his father's country store, and managed the business up to 1865. After engaging in mercantile business at Princeton, Ill., for over a year, he removed to Kansas in 1868, and enlisted in the land and cattle business. After five years, he was joined by his brother, Joab Mulvane, and they have since been engaged in cattle raising in Kansas and New Mexico, and in cultivating farms in Shawnee and Pottawatomie counties, Kansas, in partnership with their brother, D. A. Mulvane. The firm of J. R. & J. Mulvane have been very successful, and the cattle business and farming are yet their main stay. They own 16,000 acres in eight counties in Kansas.

Mr. Mulvane has promoted a number of other enterprises. In 1870, he accepted the place of cashier in The Topeka Bank & Savings Institution, and when reorganized in 1884 as The Bank of Topeka, he took the presidency of it, which he yet retains. Mr. Mulvane is the largest owner of the stock. He has been president of The Missouri & Kansas Telephone Co. since 1884; vice president of The Kansas Salt Co., the largest salt factory in the West; proprietor of *The Topeka Capital*; director of The Kansas Mutual Life Association; treasurer of The Shawnee Fire Insurance Co., and director of The Arkansas Valley Town & Land Co. and of several railroads and water works and other corporations. Political office he has never held, but he is a member of the Masonic and Odd Fellows orders and the A. O. U. W. July 16, 1856, he married Hattie Newell Freeman, who was born in Euclid, Cuyaboga county, O., the daughter of a Baptist clergyman. They have no children, but have adopted the orphan children of Mr. Mulvane's youngest sister; Hattie Lucille and David John Mulvane.

SAMUEL ALFRED MUNSON, financier, Utica, N. Y., born in that city, April 9, 1826, died there May 26, 1881. He was an only son of Alfred Munson, who, born, May 21, 1793, in Barhamstead, Conn., died in Utica, May 6, 1854, and a descendant of Lieut. Thomas Monson, a signer of the New Haven Plantation covenant.

Alfred Munson, the father, engaged in business first as a farmer and miller, but in 1823 removed to Utica, N. Y., and for fifteen years manufactured burr mill stones and dealt in milling supplies. Always frail in physical health, he nevertheless met with marked success. During the era of internal development, he became treasurer of

The Ontario & St. Lawrence Steamboat Co., and took a leading part in building The Utica & Schenectady and The Syracuse & Utica Railroads, being also prominent in The Syracuse & Oswego and The Utica & Binghamton Railroads, and president of the latter. In Utica, he is remembered as one of the earliest advocates of steam power in cotton and woolen mills and as president of two, president of The Oneida National Bank for seventeen years, head of The Canton Co. of Baltimore, and a manufacturer of iron in Baltimore as well as at Clinton, in Oneida county, N. Y. The wealth which he left to his children came in part from early investments in coal lands in Pennsylvania. The title to these lands had become much involved, owing to sales and re-sales for taxes, and Mr. Munson made a verbal agreement with Charlemagne Tower, a young lawyer, that, if the latter would take up his residence in Pennsylvania and perfect the title to the lands, he should receive half the property. Mr. Munson died before the task was finished, but the family fully carried out the agreement. When Samuel A. Munson died, a brief memorandum of this agreement was found among his papers, and this was all which ever appeared concerning it in documentary form.

To Mr. Munson and his wife, Elizabeth, who died Sept. 14, 1870, his cousin, daughter of Asahel and Ruth Hart Munson of Northford, Conn., were born Helen Elizabeth, who died in 1893, wife of James Watson Williams, and Samuel Alfred Munson.

The schooling of Samuel A. Munson did not extend beyond the Utica academy. As the confidant of his father, he received a careful training in business, and went to Baltimore when a young man, to aid in the management of The Canton Co. A few years later, he took charge of The Franklin Iron Works near Clinton. Care and energy marked all his business operations. In 1864, he sold his interest in The Franklin Iron Works. He owned a large interest in coal lands in Pennsylvania and had large holdings of various stocks. At one time, he was one of the largest holders of Western Union Telegraph stock, his investment therein being \$1,250,000. He served in the board of directors of the company, was a careful observer and a bold operator. Mr. Munson was singularly reticent in nature and as a rule transacted his business in writing, not verbally. Before making a judgment on any enterprise, he carefully collected all the data with reference to it, often paying large sums for sound information. His greatest achievement was the development of coal mines in the Northwest in company with Charlemagne Tower. Mr. Munson took great interest in the fine arts and made liberal purchases of costly works. He was twice married, both times to daughters of Professor Marcus Catlin of Clinton, N. Y. No children of his own survived to inherit his millions, but there was one adopted daughter, a niece of Professor Catlin, who married F. F. Ellinwood, M.D.

DANIEL T. MURPHY, merchant, San Francisco, Cal., born in Albany, N. Y., died at the Windsor Hotel in New York city, June 3, 1885, at the age of fifty-two. The first venture of this hard working man was in the city of St. Louis in the dry goods business with Eugene Kelly, afterward of New York city. After the discovery of gold in California, he moved to San Francisco to represent the firm of Eugene Kelly & Co., and when the senior partner retired, Mr. Murphy carried on the business under the name of Murphy, Grant & Co. So shrewd and far seeing a man as he was known to be could not fail to improve the opportunities of the day, and he invested his profits in lands before settlement had given them any particular value. Cattle raising and increase in value of the land made him a very rich man. Among his possessions were,

it is said, 6,000,000 acres of land in Durango, Mexico. His gifts to public objects were large and the Pope of Rome made him a Marquis. At one time, he was Mayor of San José. At his death, a property of \$2,100,000 descended to his wife and six children. Daniel M. Murphy, one of his heirs, has added to his share in this fortune by his own good judgment.

FRANKLIN MURPHY, a manufacturer of Newark, N. J., was born in Jersey City, N. J., Jan. 3, 1846. His first American ancestor, Robert Murphy, came from England, in 1766, and that Robert's son, Robert, born in Connecticut, served in the Revolution in the Bergen county, N. J., Militia. Robert Murphy, jr., had a son, William, who served in the War of 1812, and his grandson, Franklin Murphy, continued the military history of the family in the War of the Rebellion.

The son of Williams Hayes Murphy and Elizabeth Hagar, his wife, Franklin Murphy came, with his parents, to Newark when he was ten years old, and has resided there ever since. While at the Newark academy, at the age of sixteen, he enlisted in the 13th N. J. Vols., and saw active service in the Army of the Potomac and under General Sherman until the close of the War. Mr. Murphy was First Lieutenant when he was mustered out. This patriotic duty finished, Mr. Murphy entered business, and, in 1865, founded the firm of Murphy & Co., varnish manufacturers, of Newark. Since then, his time, energies and great business capacity have been devoted, in the main, to the promotion of this trade. The Murphy varnishes are now sold all over the world, and The Murphy Varnish Co., which succeeded the firm in 1891, and of which Mr. Murphy is president, has factories in Newark, Chicago, St. Louis and Cleveland, and transacts an enormous business. Mr. Murphy has had happy relations with those in his employment, and has been a sincere advocate of such measures in business and in government, as would best secure liberal wages and steady occupation for workingmen.

Socially, Franklin Murphy has many pleasant relations in a private and public way, both in this country and abroad, and is a member of many organizations, among them the Union League and Down Town clubs of New York city, the Union League club of Chicago, the Loyal Legion, the Essex and Essex County Country clubs of Newark, the Sons of the American Revolution, of which he has been three times Secretary General, and other associations. His residence in Newark and a Summer cottage at Elberon are elegant houses of genial hospitality.

Mr. Murphy has continued by activities in politics an interest in public affairs, which began by service as a soldier. He has served as member of the Newark Common Council and of the New Jersey Legislature, is now chairman of the Republican State Committee, and is active in each campaign. In business associations, he has had the usual responsibilities placed upon successful men in connection with public institutions, banks and societies. Happily gifted in manner, disposition and taste, enterprising and original in business ideas, personally liked most by those who know him best, and as frank in declaring his principles as he is sincere in maintaining them, his career has been rounded with success and marked by the appreciation of men whose good opinion is best worth having.

Mr. Murphy was married in Newark in 1868, to Janet Colwell, daughter of Israel D. Colwell and Catherine C. G. Hoghland, and his three children are Franklin, jr., Helen M. and John A.



Franklin Murphy



James L. Hayes

Editor: The Golden Temple is a very important place for the Sikh community. It is a place where the gold is stored and the gold is used for the benefit of the community. It is a place where the gold is stored and the gold is used for the benefit of the community. It is a place where the gold is stored and the gold is used for the benefit of the community.

city. The monument was begun by a subscription of Dutch citizens, a gift of the Americans, whose name was in the Museum, and the latter was a fine allegory of "Sagittaria," a soldier of the War of 1812. The latter was a heroic figure, and the object given by the Sagittaria company from their name, which served as their designation, and read thus:

[illegible]



Samuel H. Hyes

MARTIN MURPHY, land owner, San José, Cala., linked his name with the annals of the Pacific coast by becoming a member of the "Murphy party," famous in the history of California. His father, Martin Murphy, was born in Balmamough, Ireland, Nov. 12, 1785, and in 1820 left his native land to settle in Canada, near Quebec. Martin, the son, who was born in 1807, was left behind, but joined his father in Canada in 1828. He spent several years in Quebec, was married, July 18, 1831, to Miss Mary Bulger, and in 1832 bought 200 acres of land, near his father, and engaged in farming. In 1842, he moved to the Platte Purchase in Holt county, Mo., but, in 1844, father, son, and the whole family sold their interests and started for California. Owing to the dangers of a journey through the Indian country, a company was organized consisting of thirty-six persons and eleven wagons, called the "Murphy party," and this expedition was the first to open a wagon trail to California, mainly along the route of the present Union Pacific Railroad, and after enduring great trials *en route*, and being menaced at times by the Indians, reached Sutter's Fort in safety in March, 1845. Martin Murphy, the son, buying two square leagues of land on the Cosumnes river, about eighteen miles from Sacramento, raised thereon the first wheat ever grown in that valley. The father bought a large tract near San José and went to cattle raising. In 1849, when the gold hunters came swarming into the region around Sacramento, the son sold all but 640 acres of his large ranch at a high price. He then bought a Spanish grant and located the Pastoria de las Borregas ranch in Santa Clara county, ten miles from San José, giving to the property afterward the name of Bay View farm. He also bought the Santa Margarita, Asuncion and Atascadero ranches in San Luis Obispo county, as well as other tracts, and thus gained in all 90,000 acres of land. Only a portion was farmed every year, the remainder being set apart for the pasturage of cattle. Toward the end of his life, Mr. Murphy dwelt in San José, where he died, Oct. 20, 1884.

JOHN GILLESPIY MYERS, a merchant and banker of Albany, N. Y., was born in Saugerties, Ulster county, N. Y., in the house of his grandfather, Benjamin Myers, whose Dutch ancestors are traced back two hundred years in America. His great great grandfather was Col. Johannes Snyder, an officer of the American Revolution and a member of the first Congress, which assembled in the Senate House at Kingston, N. Y., in 1777; his remains rest in the church yard of the First Dutch church in that city. The mother of Mrs. Myers was a grand daughter of Major John Gillespy, a soldier of the Revolution, whose home was at New Windsor, and her father was Capt. John Gillespy of Saugerties, a soldier of the War of 1812. The family were of Scottish origin, and the oldest graves in the Saugerties cemetery bear their name, while scores of their descendants rest near them.

Until he was eight years old, the home of Mr. Myers was in this typical Dutch farm house in the shadow of Mount Marion of the Catskill range. It is built of stone, is long, low and steep-roofed, and bears on its portal the date of its erection, 1746. In 1841, John B. Myers, father of the subject of this sketch, left the rocky soil of Ulster county and bought more productive land in Cayuga county, eight miles from Auburn, near Montezuma. The father was a man of strong character, deeply religious, with a stern sense of duty and scorn of everything degrading. His admonition and example influenced the lives of his children long after his death, which occurred on his fifty-fifth birthday. At the age of fourteen, John G. Myers returned to Saugerties and began his business career as store boy and clerk for his uncle, P. M. Gillespy. An

aptitude for trade had been denoted by the disposal of small fruits from the farm, and his experience in the village store opened the way for his mercantile training. Excepting an occasional term at school, he remained with his uncle until he was twenty-one. The "red school house" education of fifty years ago has, in most instances, left much to be desired later in life, but, on the part of Mr. Myers, close observation, keen insight into character, a faculty for quick decision and rapid action, together with large experience in travel at home and abroad and well selected reading, aided by business habits, have well supplied the place of earlier opportunities.

In 1852, Mr. Myers entered a wholesale dry goods house in New York city, and, four years later, became a partner of Jonathan Seymour of Port Byron in retail trade, but soon returned to New York city.

In 1857, he married Mary Augusta, daughter of Jacob Young of Auburn, and to them were born three daughters: Margaret Fuller, who married Henry King Sturdee; Jessie Kenyon Myers, and Georgiana Seymour, wife of Walter Launt Palmer, who died 1892. In 1860, Mr. Myers commenced business for himself at the corner of Bleecker and Christopher streets, New York, where he remained until 1865. Removing then to Albany, which is yet his home, he continues to manage an extensive modern dry goods business. In addition to this, he devotes considerable of his time to building and improving city property, of which he is a large owner.

In his mercantile life, he has given evidence of the ripening of those qualities which only need opportunity to make a successful career. Energetic, alert and attentive, he has inspired his employes, numbering hundreds, with the same spirit, until his vast business is recognized as one of the largest, best managed and most successful in Central New York. The interest which he takes in his business extends to his employes, and it is an open secret that, for years, he has made an annual generous distribution of funds among them, in addition to which he evinces to an exceptional degree an interest in their individual welfare.

Representing a large, successful business, he uniformly has responded to the demands naturally arising in regard to public affairs, and is now recognized as one of the leading and most public spirited citizens in Albany. Strenuously opposed to notoriety in all forms, he heartily participates in every public measure, and in the many phases of public affairs lends his aid. Meetings and subscriptions in matters charitable, municipal, social, religious and political, all find him an active participant. He is a staunch adherent of the Republican party, a Presbyterian in faith, and altogether a model, successful American merchant.

The evidence of his activity in the community, of which he is so important a member, is seen in the fact that he is vice president of The Merchant's National Bank, vice president of The Commerce Insurance Co., vice president of The National Savings Bank, director of The Albany Railway, a governor of the Albany Hospital, a trustee of the Orphan Asylum, the Female academy, and the Fort Orange club, and a member of the Holland Society.

N.

JAMES COLUMBUS NEELY, merchant, Memphis, Tenn., born, April 19, 1826, in Charlotte, N. C., son of Moses Neely and Jane Parks McDowell, is of Scottish and Irish descent, and in the direct line from Brevard Irwin McDowell, signer of the Mecklenburg Declaration of Independence. His father was a planter. With an academic education, Mr. Neely began life as a merchant, and locating in Memphis, has established himself in a handsome cotton factorage and wholesale grocery business in the firm of Brooks, Neely & Co. He is identified with many prominent enterprises, and is president of The Continental Savings Bank, The Bluff City Insurance Co., and The Suffield Land & Iron Co., and a director of The Illinois Central Railroad. In 1860, Frances Blocker became Mrs. Neely, and they have five children living.

HENRY COFFIN NEVINS, merchant, Boston, Mass., born, Jan. 10, 1843, in Boston, died at the Murray Hill Hotel, New York city, June 25, 1892. The family are of Scottish and Irish extraction. David Nevins, father of the subject of this memoir, was a merchant in Boston and mill owner in Methuen and Lawrence. Eliza Coffin, his mother, came from Nantucket. Educated in Cambridge, Henry C. Nevins went around the world at eighteen, and at the age of twenty-two, was taken into the business of his father, Chauncy street in Boston and Church street in New York city. With his brother, David, he succeeded to the business, and in the firm of H. C. & David Nevins became widely known. He was a director of The Methuen Co., and a large stockholder in The Pemberton Co. of Lawrence, Mass., the Stevens linen works at Webster, Mass., and other corporations. Since his death, his firm has taken the name of Nevins & Co., David Nevins being the head. Real estate greatly interested Mr. Nevins, and he devoted much time to its development. In Methuen, he was loved by every one, and the purity and nobility of his character made him so popular, that his friends repeatedly urged him to go into political life, but he refused such suggestions and never accepted any other office than that of Adjutant General under Gov. William E. Russell, with the title of Colonel. He belonged to the Union club of New York city and several other organizations. Mr. Nevins was married in 1875, in Paris, France, to Julie Fanchette Henriette du Gué, of a noble and old Huguenot family, and a charming woman. At one time, they lived at No. 3 East 53d street, New York city, and when this building was partly destroyed by fire in 1889, Mr. Nevins built a home in Washington, D. C., and lived there until his death. He spent the Summers either abroad or in Methuen. Many of the town improvements in Methuen originated with him. Mr. Nevins was a man of winning and generous nature, a Christian gentleman, courteous, kind and remarkably sympathetic. His brother David and he erected a memorial hall and library in Methuen, in memory of their father, while a beautiful apse, window and reredos, bearing the words "Till the day break and the shadows flee away," have been instituted to his own memory by his wife, in the old church at Methuen, founded in 1729.

JOHN STOUGHTON NEWBERRY, financier, Detroit, Mich., born in Waterville, N. Y., Nov. 18, 1826, died Jan. 2, 1887, in Detroit. Mr. Newberry graduated from the University of Michigan in 1845, and began life as a civil engineer. The line of The Michigan Central Railroad was in part surveyed and built by him. west of

Kalamazoo. In 1852, he entered law practice in Detroit. A specialty was made of admiralty and marine cases and the lawyers of Detroit acknowledged Mr. Newberry in time to be the foremost authority in the West in this branch of practice. Having become an intimate friend and partner of James McMillan, Mr. Newberry united with that energetic gentleman in many important enterprises, in Newberry & McMillan. Together, these two men organized The Michigan Car Co., in 1864, which has since controlled similar factories in St. Louis and London. Mr. Newberry held official position in more than twenty corporations. If Mr. McMillan were chosen president, Mr. Newberry would generally be chosen treasurer, and *vice versa*. Being able, untiring and skillful, success rewarded his efforts and brought him a fortune of \$4,500,000. Practical affairs caused his final retirement from the law. Among his corporations were The Michigan Car Co., The Michigan Belt Telephone Co., and The Peninsular Land Co. As Provost Marshal of Michigan, Mr. Newberry had charge of two drafts and he served as member of Congress in 1879-81. He gave \$100,000 for a public homœopathic hospital in Detroit, and in his will \$600,000 to public objects. At his death, Jan. 2, 1887, Mrs. Helen Handy Newberry, his wife, survived him with four children, Henry R., Truman H., and John S. Newberry and Mrs. Helen Hall Joy.

BENJAMIN FRANKLIN NEWCOMER, merchant, Baltimore, Md., was born at the homestead near Hagerstown, Md., April 28, 1827, son of John Newcomer, Sheriff, State Senator and merchant. Wolfgang Newcomer, the pioneer, about 1720, was a native of Switzerland. Benjamin left the Hagerstown academy to engage in civil engineering, but was called to Baltimore to take charge of his father's interests in the wholesale flour and grain commission firm of Newcomer & Stonebraker. At eighteen, he bought his father's interest, became sole financial manager, and has remained the moving spirit of the house until the present day. Since 1862, the style has been Newcomer & Co. During 1854-68, he served as a director of The Union Bank of Maryland, and has promoted many other enterprises, among them The Corn & Flour Exchange and The Chamber of Commerce, The Northern Central Railway, The Philadelphia, Wilmington & Baltimore Railroad, The Wilmington & Weldon Railroad, The Atlantic Coast Line system, The Baltimore & Potomac Railroad, The Plant Investment Co., The Third National and The National Exchange Banks, and The Union Railroad Co. of Canton. Since 1868, he has been president of The Safe Deposit & Trust Co. of Baltimore. Of the Atlantic Coast Line Co., of which Henry Walters is president, Mr. Newcomer is vice president. Mr. Newcomer yet holds the position as chairman of the Finance Committee of The Northern Central Railway Co. and in 1895 became president of The Baltimore & Potomac Railroad. In 1848, Mr. Newcomer married Amelia, (daughter of John H. Ehlen), who died Oct. 20, 1881. Their four children are Mary L., married to James M. Maslin; Nannie, wife of F. H. Hack; Hattie, who became in 1886 the wife of H. B. Gilpin; and Waldo Newcomer. In 1887, Mr. Newcomer was married to Mrs. Sidonia Kemp, daughter of Charles Ayers. He has travelled extensively in foreign lands and was an incorporator in 1853, has always been an officer, and is now president, of The Maryland Institution for the Blind.

HENRY NEWMAN, cotton factor, New Orleans, La., is a native of Germany, July, 1838. When old enough to calculate the utter impossibility of being anything except an humble tradesman in the fatherland, he sailed for America in 1851, and afterward opened a country store in Harrisonburg, La., a hamlet which does not even

yet boast a population of more than 400 souls. But this was enough to give him a start, and, with the money made there and the acquaintance gained, he took his business to New Orleans in 1875. Sept. 1, 1875, the firm of H. & C. Newman opened their doors as cotton factors, and have since grown to the front rank among merchants in the metropolis of Louisiana. Charles Newman, who is junior in the firm, was born in the old country, Sept. 30, 1842, and followed his senior to America in 1858, going into business in Harrisonburg as a clerk. The advances made by H. & C. Newman to planters enabled them to raise their crops comfortably, and the house deals in the staple itself.

ISADORE NEWMAN, sr., banker, and stock, bond and exchange broker, New Orleans, La., was born in Kaiserslautern, Germany, in 1837. He arrived in New Orleans by sailing vessel in 1853, possessed of \$5.70 in cash, and began life as clerk in a retail store. He has been engaged in business in New Orleans for the last twenty-eight years, and has invested a part of his profits in good paying real estate and first-class stocks and bonds. He possesses the power of accumulation, is shrewd, able and honest, and has gained a large fortune.

HARRIS NEWMARK, merchant, Los Angeles, Cal., a native of Loebau, Germany, and born July 5, 1834, son of Philip and Esther Newmark, Hebrews, remained in Germany until 1848, receiving most of his tuition at home. With his father, he then went to Sweden and Denmark, and with him manufactured blacking for shoes in Copenhagen and Gottenborg for five years, when he came to America, settling in Los Angeles. A brother, Joseph P. Newmark, who had preceded him by two years, gave Harris employment as a clerk for eight months. The young man then borrowed \$1,500 and started a general store in Los Angeles, succeeding so well that he was soon enabled to establish a wholesale grocery firm, as head thereof. In the management of that house he remained prosperously engaged until 1886. Since then, in K. Cohn & Co., Mr. Newmark has dealt in wool and hides at commodious quarters on Spring street, in his city. His interests are now quite extended. Mr. Newmark belongs to the Masonic order and several Hebrew societies, and is the father of Maurice H. Newmark, Mrs. Leon Loeb, Mrs. James Loew, Mrs. Carl Seligman and Marco H. Newmark.

THOMAS NICKERSON, merchant and railroad builder, Boston, Mass., who died in Newton, Mass., July 24, 1892, was a native of Chatham, Cape Cod, 1810, and youngest of five brothers. One after another, the brothers went to Boston and engaged in the operation of vessels and in importing West India goods. Thomas Nickerson started as an employé of his brothers, and by hard work for about half a century, careful saving, a sagacious judgment and reinvestment of his money, gradually came to own the largest interest in one of the finest sailing fleets in the foreign trade. The once penniless lad had then become a great merchant. In 1875, he retired from the firm. In 1873, he joined the directorate of The Atchison, Topeka & Santa Fé Railroad. Fifty miles of road had been built, and the slow progress had endangered the company's land grant. With the financial support of his brother Joseph and other friends, Mr. Nickerson threw himself into the work of construction, built two miles or more per day, and completed the line to the Kansas boundary in time to save the land grant. He was president of the company for five years, and aided in the completion of 800 miles of roadway. After retiring from the presidency, he was selected to harmonize the interests of the New York and Boston owners of The Atlantic & Pacific Railroad, and with the aid of a \$10,000,000 issue of bonds, the road was built to a junction with

The Southern Pacific. Mr. Nickerson was also president of The Mexican Central Railroad during its construction and early operation, and also built, as president of each, The Atlantic & Pacific and The California Southern Railways, as feeders of the Atchison system. Genial, courteous, conspicuously honorable in his dealings, he left an untarnished record as well as a fortune. When there had come into his possession a large amount of money from the concessionaire under the Mexican grants, which he had not expected, Mr. Nickerson was assured that he was fully entitled to the money, but he divided it among those who had supplied the means for the Mexican Central.

ORLANDO WHITNEY NORCROSS, builder and contractor, Worcester, Mass., is one of the few men who have attained eminence in his vocation. There are few Northern cities of large population in which examples of his work may not be seen in costly and imposing structures. Hand in hand with the most accomplished architects of the day, he has gone from city to city, and, as if by magic, reared pile after pile of brick and stone, to stand as triumphs of art and monuments to his industry and skill. Jesse S. Norcross, the father of Mr. Norcross, born in Wayne, Kennebec county, Me., was a millwright, who carried on his business in his native town, and in Clinton, Bangor and Oldtown, and, in 1843, removed to Salem, Mass. He married Margaret Whitney, of Westboro, Mass., and died in Benicia, Cal., in 1850.

Orlando W. Norcross was born in Clinton, Me., Oct. 25, 1839, and educated in the public schools of Salem, and, after leaving school, worked in the leather business in the employ of James C. Stimpson. He then learned and practiced the carpenter's trade until the beginning of the War. As a member of the Salem Cadets, his military spirit was then aroused, and he enlisted, in 1861, in the 14th Mass. Inf., later known as the 1st Mass. H. A. After a service of three years, Mr. Norcross returned to Salem, and, associated with his brother, James A., in Norcross Bro's, carried on the carpenter's business until 1866. In 1867, the firm took a contract to build the Congregational church, in Leicester, Mass., and the next year another to build the Congregational church in North Adams. In 1868, the firm of Norcross Bro's removed to Worcester, and their career has since been one of uninterrupted success. The promptness and fidelity with which their contracts were carried out soon gave them an extended reputation. No idea can be given of the magnitude of their operations without a partial list of the buildings erected by them. The following are the principal, with their cost:

City Hall, Albany, N. Y.....	\$295,000	College for Teachers, New York.....	\$409,000
Court House and Jail, Allegheny, Pa.....	2,500,000	Industrial Building, Providence.....	350,000
Chamber of Commerce, Cincinnati.....	570,000	Commencement Hall, Princeton.....	227,000
B. & A. R. R. Station, Springfield, Mass.....	420,000	Union Station, Hartford, Conn.....	220,000
Exchange Building, Boston.....	1,600,000	Union League Club, New York.....	255,000
Ames Building, Washington St., Boston.....	685,000	Algonquin Club, Boston.....	220,000
Ames Building, Lincoln St., Boston.....	280,000	Latin High School, Boston.....	170,000
Kellogg Terrace, Great Barrington.....	600,000	Turner Building, St. Louis.....	208,000
Union Theological Seminary, New York.....	286,000	Lionberger Building, St. Louis.....	275,000
Lawrenceville School, N. J.....	320,000	New England Building, Cleveland.....	600,000
Cheney Block, Hartford, Conn.....	337,000	Banigan Building, Providence.....	900,000
Marshall Field Building, Chicago.....	900,000	Tremont Building, Boston.....	1,200,000
N. Y. Life Building, Omaha.....	750,000	State Mutual Building, Boston.....	900,000
N. Y. Life Building, Kansas City.....	850,000	Devonshire Building, Boston.....	320,000
Youth's Companion Building, Boston.....	450,000	Corcoran Art Gallery, Washington.....	500,000
Bloomington Insane Asylum.....	1,400,000	Library, Columbia College.....	1,000,000
St. John's P. E. Church, New York.....	412,000	Natural Science Building, Columbia college.....	400,000
Trinity Church, Boston.....	390,000	Residence, Mrs. E. F. Shepard, Scarborough, N. Y.....	600,000
R. I. State Capitol.....	1,700,000	State House Extension, Boston.....	2,000,000
City Hall, Worcester.....	600,000	Residence, H. K. McTwombly, Madison, N. J.....	400,000



Oliver Wendell

More than sixty other college and business buildings, schools and residences have been erected by this firm. When the Federal Building in Chicago was thought to be unsafe, Orlando W. Norcross was appointed one of a committee to investigate and report on its condition. It is unnecessary, perhaps, to say, that no structural weakness has ever been discovered or suspected in his own erections. No political office has so far tempted Mr. Norcross, and the only positions of trust, which he has been willing to accept, are those of a director in The First National Bank and The State Mutual Life Assurance Co. in Worcester.

Mr. Norcross married, May 17, 1870, Ellen P., daughter of George Sibley of Salem, and has three children, Alice Whitney, Mabel Ellen and Edith Janette.

GEORGE H. NORMAN, civil engineer and contractor, Newport, R. I., was born in Newport, Jan. 1, 1827, of New England stock, and the son of George W. Norman, a prominent builder of moderate means. With an education at the schools of Newport, Mr. Norman began life as a clerk in a store, and, at the age of seventeen, with the assistance of his father, bought the business and carried it on with success. At nineteen, with another young man as partner, he started *The Newport Daily News*, a venture which met with success from the start. Four years later, the first steam printing plant in Rhode Island was established by Mr. Norman. Led by the management of these enterprises to take a lively interest in the welfare of the city, he succeeded, in 1853, in inducing various gentlemen to erect gas works in Newport, the management of which was given to him. This led him into a larger field of operations. Severing his connection with *The Daily News*, and, in fact, disposing of all his business interests in Newport, he began the construction of gas and water works plants, and continued in this vocation with great success, until 1880, having meanwhile built many of the most important works of the kind in this country and the West Indies. Mr. Norman is a member and fellow of The American Society of Civil Engineers and of The American Society of Mechanical Engineers. His opinion is sought in all great enterprises. While living in Boston, he maintains a fine country home in Newport.

WILLIAM NORRIS, locomotive builder, Philadelphia, Pa., born in Baltimore, Md., July 2, 1802, died in Philadelphia, Jan. 5, 1867. He was a son of William Norris, dry goods merchant, and a descendant of Henry Norris, immigrant to Virginia in 1680. Mr. Norris graduated from St. Mary's college, Baltimore. At the age of fourteen, he had constructed a fire engine with his own hands, and when fifteen, was organist and leader in a choir. His compositions of sacred music are yet played and sung, and in 1841, he produced in Philadelphia, at his own expense, the opera of the "Magic Flute."

Mr. Norris began life as clerk for his father in Baltimore, and was married, in 1825, to Mary Ann Heide. In 1828, he opened a wholesale dry goods store in Philadelphia, but, upon the failure of his father in 1829, was forced to suspend. Mr. Norris then built a steam carriage with upright boiler and wooden wheels which was run at intervals on the streets, and in 1830, sent to England for drawings of the locomotive Rocket, and with Col. Stephen H. Long, U. S. Eng., began the building of a small locomotive, securing the capital by organizing The American Steam Carriage Co., Colonel Long, president; Mr. Norris, secretary. This, the second locomotive operated in America, was tried on the New Castle & Frenchtown Railroad, July 4, 1831. The first boiler was too small. In 1832, the Black Hawk was built for The Philadelphia & Germantown Railroad, with inside cylinders and double crank axle, but it was imperfect

and Colonel Long retired discouraged in 1833. Mr. Norris went on, made many improvements, originated the double valve, and, meeting with success, founded The Norris Locomotive Works. The George Washington, built in 1835, took the mechanical world by storm, owing to its powerful performances on the inclined plane of one foot in fourteen on The Columbia Railroad. In 1839, Mr. Norris sent a more powerful locomotive to England, and its success brought him large orders. In 1841, William and Richard Norris formed the firm of William Norris & Co., and were kept busy for many years with orders from all parts of the world. A manufactory was finally opened in Vienna, where Mr. Norris built a number of locomotives. Upon his return in 1848, he was appointed chief engineer of the Eastern Division of the Panama Railway, which he built, but returned to the United States in 1855 and shortly afterwards began building, in the city of New York, a steamship to make the voyage to England in six days, but owing to the failure of the company, he was obliged to abandon his project. The locomotive works which he founded were carried on by Richard Norris until 1867.

Of the children of William Norris, only one is living, S. Henry Norris, attorney.

GEORGE WASHINGTON NORTON, banker, Louisville, Ky., a native of Russellville, Ky., died at his home in Louisville, July 18, 1889, at the age of seventy-four. He was a son of William and Mary Hise Norton and one of nine children. The father died in January, 1858, leaving large means to his family, acquired in the making of nails and mercantile pursuits.

George W. Norton began life as a merchant in a general store. Fond of books on finance and economics, Mr. Norton spent his time in diligent study, thus fitting himself for sagacious guidance of his business. His operations were rapidly extended and he soon became the proprietor of a large and flourishing trade. Several speculations in tobacco proved also profitable to him. He was married, March 3, 1847, to Miss Martha Stuart Henry. When The Southern Bank of Kentucky was organized in Russellville, with branches in other towns, the stockholders elected Mr. Norton, in 1850, their first president. The capital was \$1,500,000, the State having supplied \$600,000. When the bank went into liquidation in 1863, the State realized a profit of nearly \$800,000 on its investment. During the War, a threatened danger made necessary the concealment of one million dollars of cash, then in the vaults of the bank; and this was accomplished by Mr. Norton and M. B. Morton, the cashier, who removed the money in small parcels, without discovery, to a hiding place. When the danger had passed, the money was brought back and not a cent was missing. In 1863, the private bank of Nimrod Long & Co. succeeded to the State bank, and Mr. Norton became a partner.

In 1867, Mr. Norton removed to Louisville, and with his brother, William F. Norton, conducted a private bank until 1885. Meanwhile he had bought lands in the Southern States and in Lake Superior and upper Mississippi regions. Mrs. Norton and five children survived him. He was a man of high character and generous disposition, and not long before his death, entered into a written agreement with Mrs. William F. Norton, that they would give \$60,000 to the theological seminary for a building, if the seminary would raise \$100,000 for an endowment.

HENRY B. NORTON, capitalist, Norwich, Conn., a man of fine presence, refined manners and noble character, who died in Norwich, Oct. 25, 1891, was one of the most highly esteemed residents of an ancient and beautiful city. He was born at Branford, Conn., May 5, 1807, and in 1827, before he had attained his majority, began life in the

grocery business in Norwich, Conn. He created one of the largest wholesale grocery houses in the State, and remained at its head until 1877. During his later years, he transferred his interests to steamboat navigation and cotton manufacturing. The fortune which he accumulated was used with great liberality in the promotion of Christian, educational and charitable enterprises, both local and national.

WILLIAM FREDERICK NORTON, son of William Norton, born in 1820, began business as a store keeper at Yost's, Logan county, Ky., and in 1839 went to Paducah and, as a partner with James Larmon in a general store, remained there until 1845. He continued the business alone until 1851, and then went into partnership with his brother, Eckstein Norton. He was a large operator in real estate in and around Paducah and very successful in these investments. About 1846, his brother George and he began buying land, and during their forty years of attention to this class of investments, they acquired and sold several hundred thousand acres in Kentucky, Missouri, Arkansas, Louisiana, Texas, Kansas, Illinois, Iowa, Wisconsin and Minnesota. William made many perilous explorations on horseback and in Indian canoes through the Lake Superior and upper Mississippi valley country while prospecting, with a view to these investments. In 1855, he opened a private bank, Eckstein coming into partnership three years later. Eckstein withdrew in 1867, and William sold in 1868 to Benjamin H. Wisdom, removing then to Louisville to enter the bank of G. W. Norton & Co. as a partner. From this latter bank both partners retired in 1885 to manage large personal estates. Mr. Norton was married, Dec. 15, 1846, to Miss Ann Eliza Morton in Simpson county, Ky. He was a man of pure character, sagacious mind and philanthropic spirit, and the Baptist college and orphan asylum in Louisville received large benefactions from him. He died, Oct. 20, 1886, at his home in Louisville, survived by his wife and their only child, William F. Norton, jr.



O.

EDWARD O'BRIEN, ship owner, Thomaston, Me., a man of great energy and probity and force of character, was born in Warren, Me., July 24, 1793, and died in Thomaston, May 6, 1882. His first occupations in life were those of a seaman in the coasting trade and carpenter in a ship yard. As he gained means, he took shares in ships and became the builder and owner of many of the largest class of wooden sailing vessels, employed in the general ocean trades of the world. He was a competent man, of strong mind and great enterprise. For many years before his death, he was president of The Georges National Bank of Thomaston. His ships yet sail in the foreign trade of the United States.

WILLIAM SHONEY O'BRIEN, one of the Nevada "bonanza kings," born in 1825, in Abbeyleix, Ireland, came to America in 1836 and spent many years in modest labors in New York city. He landed in San Francisco from the ship *Faralinto*, July 6, 1849, went to the gold mines and, in 1851, engaged in mercantile business in San Francisco, afterward joining James C. Flood in the ownership of the "Auction Lunch," a restaurant, and, in May, 1854, helped start the bank of Flood & O'Brien. In nearly all the operations in the Comstock mines, in which his partners Flood, Fair and Mackay were engaged, he took an active part and gained a large fortune, of which a part was afterward lost in speculations, only about \$10,000,000 being saved in the end. In 1862, he was defeated for the State Assembly. Mr. O'Brien never married and, at his death, in San Rafael, May 2, 1878, left his money mainly to two sisters, Mrs. Maria Coleman and Mrs. Kate MacDonough.

THOMAS O'CONNOR, ranchman, a native of Ireland, who died in October, 1888, at an advanced age, was one of the great land owners of Texas. When he arrived in 1834, at Copano in Refugio county, about forty miles south of Victoria, with a colony of Irish emigrants, he had no resources whatever beyond his native wit, a fearless heart, and excellent health. Although a mere boy, he at once became a patriot, as do nearly all the Irish wherever they happen to be, and when the Texan settlers revolted in 1835, he joined the Texan army and fought for Texan independence until the close in 1836. Liberal donations of land were made to him, first as a subject of Mexico and later as a citizen of the Republic of Texas. Mr. O'Connor farmed a few acres and pastured cattle upon the rest of his estate, and, at the close of the Civil War in 1865, owned perhaps 10,000 acres of land and a few thousand head of cattle, neither the land nor the cattle then of great market value. The cattle trade experienced a "boom" after the War, however, and the hero of this memoir made a rapid advance in the accumulation of fortune. With the proceeds of sales, he bought land until, at his death at the ranch in Refugio county, eighteen miles south of Victoria, his estate consisted of nearly 400,000 acres of land and 60,000 head of cattle and horses, then valued at \$2,600,000. He was a large hearted man and possessed all the best qualities of his race. Dennis M. O'Connor, his son, learned the cattle business in the saddle, and since his father's death, has managed the large estate with prudence and sound judgment in company with his brother. He dwells the most of the time at the old ranch, but also has a house in Victoria. Those who know him say that he resembles his father

strongly in natural capacity, generous nature and uprightness. Thomas M. O'Connor, another son, has spent his life from boyhood on the prairie and bottom lands and in the growing of cattle. His home is in Victoria.

COLUMBUS O'DONNELL, financier, born in Baltimore, Oct. 1, 1797, died, May 25, 1873, in the same city. His father, a captain in the East India merchant service, settled in Baltimore in 1780 and subsequently brought to Baltimore, in the ship *Palatine*, the first cargo from Canton, China. The suburb of Canton yet retains the name which Capt. John O'Donnell gave it, he being owner of the land on which Canton stands. Captain O'Donnell at one time represented his district in the Maryland Legislature. He died in 1805. Columbus O'Donnell was educated at St. Mary's college, Baltimore. He inherited means and was an influential director of The Baltimore & Ohio Railroad, for thirty years a director of The Union Bank of Maryland, and president of The First National Bank of Baltimore, being also president of The Baltimore Water Co. To the end, his ability, energy, perseverance and decision of character were remarkable. The position which made him best known in Baltimore was that of president of The Baltimore Gas Light Co., which he held for thirty-nine years, the company being the pioneer of its kind in the country and the first in the world regularly organized on the joint stock principle. By unusual abilities, General O'Donnell became possessed of large wealth. He was the father of the late Columbus O'Donnell of Baltimore, who married Miss Caroline Jenkins and became the father of Columbus and Oliver O'Donnell. His other children were Charles Oliver O'Donnell, who married Miss Carroll; Josephine, wife of Thomas Lee; Emily, wife of Solomon Hillen, once Mayor of Baltimore; and Eleanor, wife of Oliver Iselin of New York.

JAMES OLIVER, inventor, South Bend, Ind., born in Whitehaugh, Roxburyshire, Scotland, Aug. 28, 1823, son of a shepherd, came to America in 1835 with the family, and settled on a farm near Geneva, N. Y. Five years later, the family removed to Mishawaka, Ind., and in 1844, James married Susan Doty, and went to live in a slab house. Having learned the foundry trade, Mr. Oliver removed to South Bend in 1855 and began to manufacture plows. He met with some losses, much hard work, and many discouragements, but finally invented the "chilled" plow, which has since made his fortune. The little old shop of 1855 has now been succeeded by a plant owned by The Oliver Chilled Plow works, covering fifty-eight acres, twenty-five of them under roof, and the Oliver chilled plows are sold in every part of the world. Mr. Oliver is a broad-shouldered, genial man, with a strongly marked face, tenacious and energetic. He was a Commissioner at Large to the Columbian Exposition. His two children are Joseph D. Oliver, financial manager of the works, and Mrs. George Ford.

ANSEL OPPENHEIM, capitalist, St. Paul, Minn., a native of New York city, was born, Jan. 5, 1847, of German ancestry. Educated in the public schools of New York city, he began life as an office boy and clerk and spent his nights studying law. In 1868, he moved to Sparta, Wis., and in 1878, to St. Paul, being admitted to the bar the same year. His career in St. Paul has been successful to a degree. Investments in real estate have made him rich, and he is a part owner of the Metropolitan Opera House. He is also largely interested in traffic enterprises, being president of The Chicago, St. Paul & Kansas City Railway, and director in The Chicago & Great Western Railroad, as well as of The Bank of Minnesota. The St. Paul Union Stock Yards were built while he was president of the company and he is yet a director in this enterprise.

In 1869, Mr. Oppenheim married Miss Josephine Greve of Sparta, Wis., and they have three sons, Herman, Lucius and Greve.

DAVID MUNSON OSBORNE, manufacturer, Auburn, N. Y., born in Harrison, Westchester county, N. Y., Dec. 15, 1822, died in Auburn, July 6, 1886. The family originated in Fairfield county, Conn. David lost his father by death in 1841, and he worked the paternal farm until 1843. After clerking in a hardware store in New York city for five years, he removed to Auburn in 1848, to take the place of junior partner in Watrous & Osborne, merchants and manufacturers of hardware and farm implements. Sturdy, energetic and sensible, Mr. Osborne helped create a thriving business. The style was changed in time to Osborne, Baker & Baldwin, and in 1859, to D. M. Osborne & Co., and as such remains. Three men of remarkable personality then composed the firm, the juniors being Cyrus C. Dennis and Charles P. Wood, the latter afterward president of a savings bank. They began the manufacture of reapers and mowers under the Kirby patents and finally developed the largest manufacturing establishment in the city, employing over 1,200 men. Mr. Wood retired in 1862, and Mr. Dennis died in 1866, O. H. Burdick being then admitted to partnership. In 1875, D. M. Osborne & Co. absorbed The Cayuga Chief Manufacturing Co. and incorporated with a capital of \$750,000. Mr Osborne was an honorable and broadminded man, possessed of overflowing physical and mental energy, and before he died, machines were being made at the rate of 30,000 a year. He was active in other local enterprises in Auburn, charitable and kind. Sept. 3, 1851, he married Miss Eliza W., daughter of David Wright, lawyer. Their surviving children are Thomas M. Osborne, now president of the company; Emily, wife of Frederick Harris, and Helen.

CHARLES OSGOOD, M.D., capitalist, Norwich, Conn., an active man of strong mind, sturdy common sense, and many other sterling qualities, was born in Lebanon, Conn., in February, 1808, and died in Norwich, March 18, 1881. Graduating in medicine at Yale college, he practiced in Providence, R. I., and Monroe, Mich., and, in 1841, came to Norwich and engaged in business as a druggist. Early in his career he invented a medicine named "Indian cholagogue," for the cure of chills and fever, of which he manufactured and sold large quantities at a handsome profit. Later in life he preferred to be known as a railroad man, being a large owner in The New London Northern Railroad and serving as its president for years. The Shetucket Bank having been founded by him in 1853, he took its presidency and served with credit for a time. He was also a director in The New London County Mutual Fire Insurance Co. and The Norwich Water Power Co., vice president of The Norwich Savings Society, and a shareholder in various gas and manufacturing enterprises.



P.

FREDERICK PABST, proprietor of the largest brewery in the world, Milwaukee, Wis., born in Nicholausreich, Germany, March 28, 1836, began life in America, a boy of eleven, as waiter in a hotel in Chicago, and was later cabin boy on the steamer *Sam Ward* and rose to the command of the vessel before reaching his majority. In 1865, Captain Pabst joined Philip Best of Milwaukee in the management of a brewery, founded in 1842, a small but flourishing concern. Mr. Best retired the same year, Emil Schandein came in, and Captain Pabst took advantage of the large German population to increase the output of the brewery. In 1873, they incorporated as The Philip Best Brewing Co., Captain Pabst, president, capital, \$300,000. The concern paid dividends so large that, in 1884, the name was changed to The Pabst Brewing Co. and the capital raised to \$2,000,000, since increased to \$10,000,000. Captain Pabst now controls about \$4,000,000 of real estate in Milwaukee aside from the breweries, and owns the Wauwatosa farm near the city, devoted to the breeding of Percheron horses. He is president of The Wisconsin National Bank.

GEORGE WILLIS PACK, lumberman, Cleveland, O., is one of the comparatively few Americans of to-day who have retained the strong traits of character which distinguished the early settlers of this country. His ancestors were among the large number of Englishmen who came to this country and settled in New Jersey about 1664, a few years after Charles II. had wrested that territory from the Dutch. They were a sturdy, courageous, industrious class of men, so strongly imbued with the love of freedom and independence, that the perils of a long ocean voyage in the crazy crafts of two centuries ago were as nothing, compared to the possibilities of the life they saw ahead of them beyond the Atlantic. Their striking characteristics have cropped out now and then all along the line of descent. They were "true blue;" and before our government was formed every colony had heard of the "Jersey Blues," a name these Englishmen and their descendants had drawn upon themselves from the color of their uniforms and their calm, steadfast courage in combats with the Indians. The Packs were active in affairs during the early history of New Jersey and New York, both colonies being for a while under one Governor, and Captain Pack is a name familiarly mentioned in *The Spectator*.

The subject of this sketch, George Willis Pack, was born, June 6, 1831, in the township of Fenner, Madison county, N. Y. His father and grandfather were both named George Pack. The grandfather of George Willis Pack married a Greene, a cousin of Gen. Nathaniel Greene, of Revolutionary fame. The mother of George Willis Pack was Maria Lathrop, a daughter of Abraham Lathrop, of sturdy Puritan stock, who came from Connecticut and settled near Chittenango, N. Y., when that region was largely a wilderness. In the subject of this sketch are, therefore, represented at least three families which have had a part in American life, and in him are well illustrated the working of the laws of heredity, possessing, as he does, the inventiveness, independence of character and conservatism of the Packs; the abiding cheerfulness and unfailing faith of the Lathrops; and not a little of the fertility of resource and persistence of purpose, which were possessed in so large a degree by him who has been aptly called the right arm of Washington.

Mr. Pack received a common school education at Peterboro, N. Y., and attended Sunday school at the Presbyterian church at that place, where he was under the tuition of the famous Gerritt Smith. The noble presence and strong character of the great anti-slavery leader made a strong and lasting impression upon him. At the age of seventeen years, he removed with his father to Sanilac county, Mich., and assisted him in locating and clearing up a farm on government land, he being the oldest boy of a large family of children. Sanilac and the adjoining counties were at that time an almost unbroken wilderness of heavily timbered forest, and land-clearing was a work of the hardest labor, attended by severe hardships.

Mr. Pack seemed to understand from the first the great future economic and commercial value of the almost unequalled pine forests of the region about him. As soon as he attained his majority, he devoted himself for several years to exploring these forests, then mostly belonging to the general and State governments. He located and made purchases of land for many people, all of which proved very valuable. This life in the forest was one of much hardship and some danger, and required in him who would practice it a heart not easily cast down and a will not easily turned aside. Long and laborious trips were often made without any good results, but young Pack, never doubting the end, well understood that failure sometimes gave a more valuable lesson than success. Mr. Pack loved the forest, and, to this day, notwithstanding the thousands upon thousands of noble pines which have been felled by his command during the past forty-one years to assist in building homes in more than half of the States of the Union, he very much dislikes to see a tree cut down. He loved the close contact with nature and the free and savage life of the pathless woods, and tells of many wild scenes and many adventures with men and beasts.

In 1854, Mr. Pack began lumbering in a small way, and he has been engaged in that business ever since. In the course of Mr. Pack's business as a lumberman he was a member of the firm of Carrington, Pack & Co., which existed at Sand Beach, Mich., for nine years; of Pack, Jenks & Co., which existed at Rock Falls, Mich., for eleven years; of Woods & Co., which existed at Port Crescent, Mich., for eight years; of Albert Pack & Co., which existed at Alpena, Mich., for ten years; and of Woods, Perry & Co., which existed at Cleveland, O., for twenty-three years. In all these firms he was the leading spirit, and when, after accomplishing the object for which they were formed, they were peaceably dissolved, Mr. Pack retained the friendship and high esteem of all the partners. He is now president of Pack, Woods & Co., of Michigan, which, first as a firm and afterward as a corporation, has, in all, existed for seventeen years, and the senior partner of Pack, Gray & Co., of Cleveland, now in the thirtieth year of its existence.

The record of the public life of Mr. Pack is more brief even than the record of his private life. He was chosen a Regent of the University of Michigan in 1856, and was made Presidential Elector in 1864, and assisted in casting the vote of Michigan for Abraham Lincoln. Both of these positions indicate what is indeed a fact—the hearty esteem of the people of Michigan and also a freedom from political ambition.

The record of the home life is as simple as it is significant of happiness. He was married in Detroit, Mich., in 1854, to Miss Frances Farman, a daughter of Capt. Samuel Farman, of Milwaukee, Wis. Three children are the result of this union: one son, Charles Lathrop Pack, a well known business man and expert in practical forestry,

of Cleveland, and two daughters, Mary, married to Amos B. McNairy, a successful manufacturer of Cleveland, and Beulah Brewster, wife of Phillip A. Rollins of New York.

Mr. Pack's business has led to frequent changes of residence. Moving from New York with his father to Lexington, Mich., in 1848, he lived there until 1857; in Port Huron, Mich., from 1857 to 1861; in Sand Beach, Mich., from 1861 to 1870; and in Cleveland, O., from 1870 to 1885. Since 1885, he has, on account of the health of his wife, lived in Asheville, N. C. He spends much time in Cleveland, however, where he has large business interests and many friends. He is a member of the Union and Country clubs of Cleveland, and of the Asheville club and the Swannanoa Hunt club of Asheville. While Mr. Pack holds the general direction of all business with which he is connected, the sound sense which guided him from a small beginning to the possession of fortune, has led him to seek the enjoyment of the fruits of his labor, and to leave the routine cares of business to younger men.

It is Mr. Pack's character, rather than his achievements—what he has been and is, rather than what he has done—which renders his life worthy of being recorded. Throughout this long period, he has manifested those qualities of heart and mind which were early shown. His reputation for candor, high character and rare mental force has made him a judge among men, and his opinions are much sought for and highly valued in cases of difference between others. He has always been distinguished for a keen sense of justice. By justice is not meant simply commercial honesty, but that fine sense of right and righteousness which is a chief characteristic of a gentleman. He has always been distinguished as a wise counsellor; and not a few are those who owe their fortune and their good place in life, and indeed their happiness, to his wise and timely counsels. The prosperity which has crowned his energy and wisdom has been shared with many others, and the results have been widespread. He has always been public spirited and liberal in the support of all good causes and institutions.

The simple story of such a life as this represents the history of those elements of brain, of heart, of will, and of character, which have transformed a wilderness into a populous and civilized land. It represents a life which, with other lives similar to itself, insures the progress and perpetuity of the American nation.

ASA PACKER, builder of The Lehigh Valley Railroad and founder of Lehigh university, the descendant of an old family, was born in Mystic, Conn., Dec. 29, 1805, and died in Philadelphia, Pa., May 17, 1879. The life of Judge Packer was one of incessant toil, creative enterprise and useful achievement, far beyond that of the majority of mankind. Compelled by the failure of his father, Elisha Packer, jr., to support himself, the subject of this memoir left the local district school while yet a lad and found employment in tanning and farming. At the age of seventeen, a tall, finely formed young man, with a few dollars only in his pocket, Mr. Packer walked all the way to Dimock Cross Roads in Susquehanna county, Pa., and, with an uncle, learned the carpenter's trade. Freed from his indentures at the age of twenty-one, he practiced his trade, first locally, then for a year in New York city, and afterward again in Susquehanna county.

Jan. 23, 1828, he married Sarah M. Blakslee, daughter of a farmer of Springville, Susquehanna county, and of this union seven children were born, Lucy E., Mary H., Robert A., Harry E., Catherine, Malvina and Gertrude, the latter three dying in

infancy. Mr. Packer continued to follow the trade of a carpenter and meanwhile aided his father-in-law in the management of a farm. In 1833, when the Lehigh Canal began operations, Mr. Packer leased the farm, removed to Mauch Chunk, and built a canal boat, which he operated in the coal trade to Philadelphia. This was the initial step in a field in which he was destined to become a famous man. Later, he established himself in Mauch Chunk as a boat builder.

About 1836, with his brother Robert W. Packer, he opened a store in Mauch Chunk under the name of A. & R. W. Packer, and not only did they carry on a general trade, but built a number of locks and dams under contract, and finally leased and operated a number of anthracite coal mines in the Lehigh region. The firm soon bought the celebrated Hazelton mine and thereafter entered upon a period of marked prosperity. In 1840, they increased their operations by contract with Stockton and Stevens of New Jersey, to build boats at Pottsville and transport their coal direct to New York.

The Lehigh Valley Railroad Co. had been incorporated in 1846, but construction had never been begun. In October, 1851, a few days before the limit of time within which construction had to be undertaken, Mr. Packer purchased a controlling interest and began building the first section of forty-six miles, from Mauch Chunk to Easton. In spite of great financial and engineering difficulties, the work was successfully prosecuted and The Lehigh Valley Railroad was completed Sept. 4, 1855. The labors of Mr. Packer had, however, only fairly commenced. The company found itself at once engaged in a severe struggle for its very existence, against public apathy, the competition of water routes and financial embarrassments. Judge Packer's courage, tenacity and ability were severely tested during this period, but the company was finally established upon a secure footing and The Lehigh Valley Railroad became the chief outlet eastward for the whole anthracite coal region of Pennsylvania. The stock then became valuable and brought a large reward to the energetic man, to whose untiring efforts and absolute confidence in the enterprise success was finally due. Mr. Packer also owned a large interest in The Bethlehem Iron Co. and a number of other corporations.

Mr. Packer was always conspicuous for his interest in public affairs and was active for many years as a Democrat. He served several terms in the State Legislature and while there secured a law, creating the county of Carbon, with Mauch Chunk as the county seat. In 1843-48, he was Associate Judge of Carbon county. It is recorded that he filled every public position with dignity and ability. Twice elected Member of Congress from the 13th District of Pennsylvania, as a Democrat, he served 1853-57. In 1868, Mr. Packer was the choice of the Pennsylvania delegation for nomination as President of the United States and received its entire vote until the fifteenth ballot. In 1869, to oblige his party, he accepted a nomination as Governor of Pennsylvania, and was defeated by only 4,500 votes, a remarkable result in so strong a Republican State.

Judge Packer was a man of great purity of character, a Christian gentleman and a member of the Protestant Episcopal church. Generous in his charities, he gave large sums to benevolence and education. His greatest gift was the founding of Lehigh university, at South Bethlehem, Pa., in 1865, by a donation of 115 acres of land and \$500,000 in money. The buildings were constructed entirely from his means and he gave an endowment of \$2,000,000, in his will—a sum so large as to make the institution self supporting. He also established St. Luke's Hospital in South Bethlehem and

gave it \$300,000 in his will, providing that the employes of The Lehigh Valley Railroad should be cared for there without expense, and he built and endowed many churches both for his own and other denominations.

Of his seven children, his daughter, Mary H., wife of Charles H. Cummings of Mauch Chunk, Pa., alone survives.

POTTER PALMER, financier, Chicago, Ill., is of the lineage of Walter Palmer, a companion of John Endicott in 1629, and a settler at Wequetequock Cove, near Stonington, Conn., where the reunions of the Palmer family are held to this day. Born in Rensselaerville, N. Y., in 1826, the son of a farmer, Mr. Palmer became a clerk in a store and then in a bank in Durham, N. Y., when old enough and engaged in business in Oneida county, N. Y., afterward in Lockport, N. Y. Finally, removing to Chicago, he invested his means in a dry goods store on State street. In 1865, the firm became known as Field, Palmer & Leiter, and as such the leading house of its class in the city. Mr. Palmer retired in 1867, and applied his fortune to the improvement of real estate. Having bought a frontage of about three quarters of a mile on State street, he erected excellent buildings there and transformed the street into a business thoroughfare. The fire of Oct. 11, 1871, swept out of existence thirty-five structures belonging to Mr. Palmer and a rent roll of, it is said, \$200,000 a year. He rebuilt the Palmer House and erected a number of other buildings and became one of the most energetic of that group of confident men, who evoked a greater Chicago from the ashes of the conflagration of 1871. The Lake Shore drive originated with Mr. Palmer. He was married in 1870 to Miss Bertha Honoré, daughter of Henry H. Honoré of Chicago, a woman as beautiful as she is refined, intelligent, wise and good. Both Mr. and Mrs. Palmer were devoted to the World's Columbian Exposition, and Mrs. Palmer became president of the Board of Lady Managers. She is a member of the executive committee of The Central Relief Association, formed Dec. 9, 1893, to relieve the distress of the unemployed poor. In honor of his wife, Mr. Palmer gave \$200,000 to the Women's Building at the Fair.

THOMAS WITHERELL PALMER, lumberman, Detroit, Mich., is a son of the late Thomas Palmer, who, with his wife, a daughter of Judge James Witherell, was among those surrendered to the British by General Hull in the War of 1812. Mr. and Mrs. Thomas Palmer before marriage were fellow passengers during the first trip of the pioneer steamboat, *Walk-on-the-Water*, on the lakes, and made their bridal trip afterward on the same vessel. Thomas Palmer twice entered the University of Michigan, but was in each case obliged to leave on account of his eyes. The years 1848-49 were spent in travel in Spain, South America and the Southern States, and this was followed by experience as agent for a transportation company in Wisconsin in 1850 and a merchant in Appleton, Wis. In 1853, Mr. Palmer returned to Detroit, engaged in real estate operations and, in 1855, married Miss Elizabeth P., daughter of Charles P. Merrill, a lumberman, becoming then the partner of his father in law in lumber manufacturing and operations in pine lands. Mr. Palmer has since risen to fame as one of the largest owners of timber lands and saw mills in Michigan, his interests lying chiefly in the Saginaw valley and the counties of Muskegon and Missaukee. He is also a partner in Charles Merrill & Co., manufacturers of lumber and salt in Saginaw, and the owner of a large farm near Detroit. He was a member of the local Board of Estimate in 1873, State Senator in 1878, and United States Senator, 1883-89; he was then

appointed Minister to Spain and later became prominent in the World's Columbian Commission. The Preston National Bank, of which he is president, occupies his attention at present. He is well read, fond of books and pictures, and an able legislator.

FRANCIS PALMS, land proprietor, Detroit, Mich., born in Antwerp, Belgium, Dec. 10, 1810, was a son of Ange Palms, a commissary in the French army under the first Napoleon. After the Wars, Ange Palms became a manufacturer in Belgium but emigrated to America in 1833, with four sons and two daughters. When the family arrived in Detroit, Mich., the year of their pilgrimage, they found the place a small primitive frontier village, homely and straggling but full of life. Francis became a clerk to Franklin Moore, grocer, in 1837 and a partner in 1842. The means which he gained in mercantile pursuits were invested in lands. One of his first purchases included about 40,000 acres of farming, timber and mineral lands in St. Clair and Macomb counties, Mich., and he also bought pine lands in Wisconsin. These properties brought him a fortune of about five millions. Mr. Palms was president of The Michigan Stove Co., The People's Savings Bank in Detroit and The Michigan Fire & Marine Insurance Co.; interested in The Vulcan Iron & Furnace Co., The Union Iron Co., The Galvin Brass & Iron Co. and The Peninsular Land Co.; and vice president of The Detroit, Marquette & Mackinaw Railroad. Clubs and societies, he never joined. His first wife, Miss Martha Burnett, whom he married in Detroit in 1836, died in 1837, and in 1842, he married Miss Catherine Campau. His children were Francis F. Palms, the son of his first wife, and Clotilde, now Mrs. J. Burgess Book, M.D., daughter of the second wife. Mr. Palms died Nov. 24, 1886, at his home in Detroit.

FRANCIS FREDERICK PALMS, son of Francis Palms, Detroit, Mich., born April 12, 1837, in that city, removed to New Orleans, La., in 1840 with his grandfather, Ange Palms, and the latter's four sons and two daughters. He was educated in Georgetown college, D. C., whence he graduated as a draftsman. In 1858, going to Baton Rouge, La., to live, when the Civil War broke out, he enlisted in the 4th La. Vols., under command of Gen. Joseph E. Johnston, and saw hard service until the close of the War. He then returned to New Orleans, and, in 1866, embarked in cotton planting in Louisiana, losing all by an overflow of the Mississippi river, in 1867. He was married in 1866 to Miss Devall, who died in 1877, and was married again in 1879 to Miss Pellerin of Louisiana, who died in 1888, leaving seven children. In 1890, he married Miss Marie Aimée Martin, of Louisiana. The death of his father called Mr. Palms to Detroit, and he was appointed a Park Commissioner in 1890. He is president of The Michigan Brass & Iron Works, The National Loan & Investment Co., Buck's Stove & Range Co., St. Louis, Mo., The Electric & Gas Stove Co. of Detroit; director of The People's Savings Bank and The Michigan Stove Co.; vice president of The Peninsular Stove Co., and an officer of The Michigan Fire & Marine Insurance Co., The Standard Life Insurance Co., and other concerns. Mr. Palms belongs to the Detroit and Catholic clubs, and is the father of Chas. L., Martha C., Bertha A., Viola, Corinne, Francis, William, Helene, Clarence and Marie Louise Palms.

ARIO PARDEE, coal operator, Hazleton, Pa., born in Chatham, N. Y., Nov. 19, 1810, died at Rock Ledge, Indian river, Fla., March 26, 1892. His two grandfathers served in the Continental army, Dr. C. Pardee as a surgeon and Captain Israel Platt in the New York line. The Pardees of remote time were Huguenots. Until 1840, the subject of this memoir was successively a farm boy, rodman on The Delaware &

Raritan Canal, 1830-31, and assistant engineer, 1831-33, then living in Lambertville, N. J.; chief engineer in the survey of The Beaver Meadow Railroad; and, 1837-40, builder and superintendent of The Hazleton Railroad. In 1840, he bought anthracite coal properties in the Jeddo district, and in a few years became the largest shipper of anthracite coal in the State and a rich man. Among his later properties were blast furnaces in Tennessee and Virginia and a tract of forest land in Canada as large as the State of Rhode Island, and he was a director of The Lehigh Valley and other railroads, president of The Secaucus and The Musconetcong Iron Works in New Jersey, The Allentown Rolling Mills, and The Union Iron Works of Buffalo, and interested, in several other corporations. Mr. Pardee fitted out a company of Union volunteers in 1861, at his own expense, his oldest son, Ario Pardee, jr., serving therein until promoted, becoming a brevet Brigadier General. Lafayette college received from Mr. Pardee a total of \$500,000, and Pardee Hall was named in his honor. After 1882, Mr. Pardee was president of the trustees. He was also chairman of the State Geographical Survey and Presidential Elector in 1876. Mr. Pardee married twice. By his second wife, Miss Anna Robinson of Berwick, Pa., he became the father of Ario and Calvin Pardee of Philadelphia, Mrs. Alice Earle, Israel Platt Pardee, Mrs. Anne P. Allison, Barton and Frank Pardee, Bessie P., wife of Augustus S. Van Wickle, and Edith and Gertrude Pardee.

CHARLES PARKER, manufacturer, Meriden, Conn., the able and versatile president of The Charles Parker Co., iron founders and producers of hardware, and of Parker Bro's, manufacturers of guns, is one of the most valuable residents of Meriden, and has done as much as any other man there to convert that city into the perfect hive of industry which it is.

Born in Cheshire, Conn., Jan. 2, 1809, son of Stephen Parker, a soldier and pensioner of the American Revolution and long a farmer, Charles Parker began life a poor boy but full of ambition, health and determination. Such education as he was able to obtain was gathered in the intervals of farm work, at the village school. At the age of eighteen, he entered the employment of a manufacturer of pewter buttons in Southington, Conn., at the extremely modest salary of \$6 a month. Even at such strikingly low wages, however, the right kind of a man will make some progress, and, his compensation improving, he made his first venture, in 1829, on his own account, with a capital of \$70, under a contract for the manufacture of coffee mills. At that early period, Mr. Parker could never have dreamed of the brilliant future which was before him, but he performed with all his might the tasks set before him and soon gained a little money in the production of the humble but useful household implements referred to. Having secured a partner, he then expanded his manufacture of coffee mills and added thereto other small wares, and a year later, sold his share in the business to his partner.

Having learned his own strength, Mr. Parker then bought a tract of land in what was at the time the center of Meriden, and built his pioneer shop for making hardware. This was an infant industry in America, and Mr. Parker certainly needed every particle of the fortitude and determination he possessed, before his business was firmly established. Trials and reverses overtook him, one after another, but these never daunt a strong man, and Mr. Parker never abandoned his ground, but continued to develop his business with the utmost energy, employing every modern resource to



Chas. Parker

cheapen and perfect the progress of manufacture. It was he who first introduced steam power into a factory in Meriden. In time, his courage, hard labor and ability were rewarded with great success. His little shop has now grown into five separate and distinct factories, all located in different parts of Meriden, and there is also a factory at Yalesville, a village three miles from Meriden. The six factories now produce the celebrated Parker Shot Guns, screws, lamps, vises, clocks and many other articles. One department, or factory, is devoted entirely to the manufacture of window shades, shade rollers and shade fringes. This department is known as The Meriden Curtain Fixture Co., and is the largest establishment of the kind in the world.

Mr. Parker's valuable services in developing the industries of Meriden, led to his election as first Mayor of the city. Formerly a Democrat in politics and one of the electors who voted for Franklin Pierce for President, the firing upon Fort Sumter made him a Republican and he has remained a Republican to the present time. He was a delegate both to the convention in Chicago, which nominated General Grant for President, and to the one four years later in Philadelphia.

In religious faith he is a Methodist, and in personal character free from the slightest stain of reproach. His success is due to a quick mind, sound practical sense, a thorough acquaintance with the requirements of the markets, marked ability in organization, and that indescribable something which denotes the men who create industries, build cities, and cause the previously sterile plains of endeavor to yield copious harvests to the husbandmen.

In 1831, Mr. Parker married Abi Lewis Eddy, daughter of Thomas Eddy of Berlin, Conn., and he is the father of Charles Eddy Parker, now vice president of The Charles Parker Co.; Dexter Wright Parker, treasurer of the concern; and Annie Dryden Parker, wife of William H. Lyon, secretary of the company.

HARVEY DRURY PARKER, hotel manager, Boston, Mass., who died, May 31, 1884, in Boston, was of English descent, his paternal ancestor having come to America in 1635. Born in Temple, Me., May 10, 1805, the son of a farmer and oldest of thirteen children, Mr. Parker left Paris, Me., then his home, in 1825, going on foot to Portland, and took passage in a schooner for Boston, landing there in a homespun suit, his sole possessions then being \$1.50 in cash and a knapsack containing a bundle of clothes, made of flax, grown, spun and woven by his mother. For a short time, he was employed in a mill and as a coachman, and when, a few years later, Mr. Parker went into business with \$400 he had saved, it was as proprietor of a restaurant, at which he had often dined. In time, he made Parker's on Court Square one of the noted restaurants of Boston. John F. Mills entered his employment as a waiter and in 1848 became his partner. After operating the restaurant on Court Square for nearly twenty-five years, Mr. Parker built a hotel on School street, the Parker House being opened to the public, Oct. 8, 1855, with 100 rooms. Twice after that time the house was enlarged, and it now reaches to the corner and has a long frontage on Tremont street. It is a rendezvous for politicians, business men, college students and literary people and a favorite for public dinners. Parker & Mills managed the hotel until the latter's death in 1876, when Mr. Parker became sole proprietor. In May, 1881, he admitted to partnership J. H. Beekman, formerly his steward, and Edward O. Punchard. He was married, 1839, to Julia A. Brown in Exeter, N. H. From his fortune of \$1,275,000, he gave \$100,000 to The Museum of Fine Arts.

WARD MAYHEW PARKER, ship owner and banker, New Bedford, Mass., born in Falmouth, Mass., in 1784, died at his home in New Bedford, Mass., Aug 6, 1881. Bred on the seacoast and familiar with fishing boats and schooners from boyhood, Mr. Parker grew up in the local industry, and, during an era when ventures at sea were attended with excitement and risk, made considerable money in the coasting and other trades. In 1838, he moved into New Bedford, and invested his money in The Marine (now First National) Bank, The New Bedford & Taunton Railroad, The Taunton Copper Co., and The Taunton Locomotive Co., and was an active promoter and director of each concern. The survivors of his family were his wife Marcia F. Parker and seven children, Ward R. Parker and Mrs. Abby Sophia Ferguson of New York; Lawrence H. Parker of Brooklyn; Arabella Parker, Henry W. and David L. Parker of New Bedford; and Mrs. Lydia P. Mitchell, wife of C. W. Mitchell of Baltimore.

CHARLES T. PARRY, manufacturer, Philadelphia, Pa., a native of Philadelphia. Sept. 16, 1821, died at his Summer home, Beach Haven, N. J., July 18, 1887. Beginning in 1836 as an apprentice in the pattern shop at The Baldwin Locomotive Works, and at a time when locomotive building was in its infancy, Mr. Parry gave careful attention to designing, and became, in 1855, superintendent of the works. Locomotives had always been designed separately until Mr. Parry introduced the idea of making them of uniform pattern, the parts of one machine being interchangeable with those of another. Mr. Parry rose to the head of The Baldwin Locomotive Works, being a bold, capable, ingenious and persistent man. In private life, he displayed marked philanthropy, and the Swedenborgian congregation, presided over by the Rev. C. Giles, received many proofs of his liberality. Creed did not narrow his generosity, however, and he gave the Episcopal church building at Beach Haven to the Diocese of New Jersey and contributed freely to other denominations. In business affairs, his integrity was beyond question. During his life, he travelled extensively. The survivors of his family were, William A., a son, and two daughters, Adelaide and Ella.

ERASTUS PARTRIDGE, banker, Seneca Falls, N. Y., who died in that village, of which he was the most prominent resident, Jan. 20, 1873, was a native of Norwich, Conn., May 9, 1798. Beginning life without means, he found his way to Central New York in 1820, and settled at Cayuga, at the foot of Cayuga lake, where the old time stages crossed the lake on a ferry. There, Mr. Partridge started a store, opening a branch store in Seneca Falls, a few miles away, in 1824. In 1837, he disposed of the Cayuga store, and thereafter lived in Seneca Falls, where Partridge's became one of the institutions of the town. Mercantile business was relinquished in 1856. In 1848, Mr. Partridge established a private bank, and in January, 1854, reorganized as The Bank of Seneca Falls, later, in 1865, adopting the name of The First National Bank. Since his death, it has been called The Partridge Banking House. While exact, firm and self respecting, Mr. Partridge never oppressed a creditor and never wronged any man. In time, he became a large owner of farm lands both in New York State and in Iowa and other parts of the West. Both during life and in his will, he gave freely to charity. His five children were LeRoy C. and D. Erastus Partridge, both now deceased; Caroline, widow of Albert Cook; Mrs. Orissa Wheeler and Mrs. Adelaide Guion. The two sons became partners in the bank at an early period. Albert Cook also conducted the bank for a long time, and his widow and daughter, Mrs. Morse, gave to Seneca Falls at his request a \$10,000 soldiers' monument.

GEORGE PASFIELD, M.D., Springfield, Ill., is a son of the late George Pasfield, who, born in London, Eng., in October, 1792, came to America near the close of the last century and was left in Philadelphia, at the age of twelve, by the death of both parents, who were his only relatives in America, a poor boy, entirely dependent on his own exertions. As a clerk and importing merchant in Philadelphia and a produce merchant in Louisville, Ky., the senior Pasfield made a few thousand dollars, and, in 1831, settled in Springfield, Ill., where, by employing his money in real estate and loans, he accumulated a few hundred thousand dollars. George Pasfield, the son, born in Springfield, Nov. 30, 1831, was the only heir, and has followed his father's line of business. The young man graduated from the medical department of the St. Louis university, but soon ceased to be a doctor to give his entire attention to business affairs. By careful attention to safe and fairly paying investments, and by profitable transactions in Western lands, town lots and manufactures, his estate has now grown to large value. He is now president of The Sangamon Loan & Trust Co. and vice president of The First National Bank. Married to Hathaway M. Pickerell, the daughter of a successful farmer, he is the father of three children, Emma, George and Arthur.

JOHN PATTEN, shipping merchant, Bath, Me., born in Topsham, in that State, Aug. 27, 1789, died, Feb. 24, 1887. With others of the Patten family, he was a large builder of sailing tonnage, most of them full rigged ships, the total number being about fifty. In early life he followed the sea, and, during the War of 1812, was mate under Capt. Levi Peterson, and was captured five times. Although left penniless by these mishaps he saved his earnings as a sailor, and, in 1816, became owner and master of the small brig, *Ann Maria*. Captain Patten settled in Bath in 1820, and in 1821, with his brother, George F., formed the firm of George F. & J. Patten, which lasted forty years, their ship yard being next south of Arthur Sewall's. When that firm dissolved Captain Patten formed another with his son, Gilbert E. R. Patten. While a large builder of tonnage, owning a large interest in every vessel he launched, he took shares in the ships and steamers of other firms, and owned sixty-five vessels in all. He was a trustee of The Bath Savings Institution, director in The Lincoln Bank, manager for many years of The Bath Gas Light Co., a large owner in the Sagadahoc House, president of The Patten Library Association, and connected with several charities. Captain Patten was always public spirited, and served as member of the first City Council of Bath, Mayor, 1851-52, and once a member of the Legislature. To him and his first wife, Miss Betsey Bates, were born Thomas and Gilbert E. R. Patten. By his second wife, a daughter of Levi Peterson, he became the father of two children, who died young. In his later years he was known as a serene, gentle and lovable old man, respected by every townsman. He attended Central Congregational church. John O. Patten, his grandson, is now the most prominent representative of the family.

JOHN PATTON, manufacturer, Curwensville, Pa., born Jan. 6, 1823, in Covington, Pa., is a son of John and Susan Antes Patton. The mother was of German extraction. John Patton, sr., was a midshipman under Commodore Stephen Decatur, but left the Navy in 1810 with the rank of Captain, and in 1811 entered into business at Tussey Furnace, Pa., where he married Miss Antes. The paternal grandfather, born in Sligo, Ireland, in 1745, came to Philadelphia in 1761, and, as a merchant, contributed £2,000 to the support of the Continental Army, with Robert Morris and others, being also Colonel of the 16th Penn. Inf. He built Centre Furnace in 1791.

John Patton, jr., moved to Clearfield county, Pa., in 1826, and went into business with borrowed capital in April, 1844, at Curwensville, as a general merchant, and for years was one of the most extensive shippers of lumber in the county, retiring in 1861.

Mr. Patton was a delegate to National Conventions in 1852 and 1860, and in 1860 elected a member of Congress as a Republican, overcoming an adverse majority. In Congress he took a decided stand in favor of the Union. He was tendered a re-nomination, but declined the honor. In 1864, he was chosen Presidential Elector, and the Electoral College, on his motion, gave the per diem and mileage of all the electors to the United States Christian Commission. In 1886, Mr. Patton was again elected to Congress, overcoming an adverse majority of nearly 3,000. Several State Conventions have been attended by him as a delegate. During the Centennial Exhibition, he served on the Board of Finance. In religion a Methodist, he has been liberal in his donations, and has been twice selected as a member of the General Conference. In 1864, Mr. Patton organized The First National Bank of Curwensville, and is president of its successor, The Curwensville Bank, capital now \$200,000, surplus \$50,000.

Miss C. M. Ennis, of Holidaysburg, his first wife, whom he married in 1847, died in 1855, leaving three sons and a daughter. In 1858, Mr. Patton married Miss H. J. Foley. He has at present a family of seven children. One of his sons, ex-United States Senator John Patton, jr., lives at Grand Rapids, Mich., while A. E. Patton is president of The First National Bank of Patton and cashier of The Curwensville Bank. Three other sons are engaged in the law, merchandise and coal.

JAMES W. PAXTON, a prominent resident of Wheeling, W. Va., was born in that city, while yet a part of Virginia in 1821. While educated with a view to following the profession of a civil engineer, Mr. Paxton found his plans changed by circumstances and, instead of engaging in labors in the open air, entered into partnership with his father, William Paxton, in the wholesale grocery business in Wheeling. The firm of William Paxton & Son, as they were first called, known later as J. W. Paxton & Co., found a large field for their enterprise in the regions tributary to Wheeling and made a good reputation among business men.

The merchants of the United States are the strong reliance of financial institutions, and it is not surprising that Mr. Paxton should have become connected with this branch of business enterprise. He was elected in 1860 president of The Northwestern Bank of Virginia, in Wheeling, capital \$750,000, with branches in Wellsburg, Parkersburg and Jeffersonville, Va., and converted it later into the present National Bank of West Virginia, the branches then becoming separate banks. Of the parent institution, Mr. Paxton remained the president, until impaired health admonished him to resign and retire from active responsibilities in business affairs.

Although a native of Virginia and reared to manhood with slaves in the home of his father, and a slaveholder himself, yet, when the Southern States rebelled against the authority of the Federal government, Mr. Paxton refused to recognize the rebellious officials of his own State and was prominent as an uncompromising Union man in upholding the supremacy of the United States in Virginia. He took an active part during that stormy and perilous period in all the measures adopted for maintaining a loyal government in the State, and aided in the organization of a new and loyal State out of the territory of old Virginia, which now constitutes the commonwealth of West Virginia. In the convention which framed the constitution of the new State, he sat as



James M. Patton

a member and was chairman of the Committee on Finance and Taxation and one of the Commissioners, appointed by the convention, to present the document for approval by Congress and ask for the admission of West Virginia as an independent State into the Union. How well he did his work, let history tell.

A handsome public fountain which stands in front of the City Building in Wheeling, the gift of Mr. Paxton in 1858, is only one of the many quiet and generous acts which have denoted his public spirit, liberality and interest in the city's welfare. Mr. Paxton's wealth had for its foundation the success of his earlier business life, and its accumulation in after years is the result of judicious investments in various directions, but more especially in real estate, much of it now in the business center of the city of Wheeling. Mr. Paxton maintains one home in Wheeling and another in Thomasville, Ga., and is accustomed to spend the Winter, from Dec. 1st to May 1st, with his family in the place last named.

DANIEL KIMBALL PEARSONS, M.D., Chicago, Ill., property owner and philanthropist, born in Bradford, Vt., April 14, 1820, chose medicine for a profession, graduated at the college in Woodstock, Vt., and practiced his art for a number of years in Chicopee, Mass. In 1857, he removed to a farm in Ogle county, Ill., and for a while strove to content himself with agricultural pursuits, but in 1860 he removed to Chicago and opened a real estate and loan agency, which was carried on with excellent success until 1887. Dr. Pearsons performed a notable service for Chicago, 1877-80, when the local treasury had fallen into financial embarrassment and certificates of indebtedness had fallen below par. Dr. Pearsons entered the Board of Aldermen at this crisis; and his well known ability and integrity and his positive assurances that the certificates would be paid restored public confidence and relieved the city's embarrassment. Having gained a fortune, Dr. Pearsons retired from business in 1887. Among his many gifts for the advancement of Christianity, education and charity, have been \$280,000 to The Chicago Theological seminary; \$200,000 to Beloit college; \$50,000 each to Knox college, Colorado college, Yankton college, The Pacific University in Oregon, Whitman college in Washington, and Drury college in Missouri; \$60,000 to a hospital in Chicago and \$50,000 for the relief of the suffering poor. In all, his gifts amount to \$1,200,000.

FRANK HUTCHINSON PEAVEY, grain merchant, Minneapolis, Minn., is a son of Albert D. Peavey, merchant and vessel owner, and grandson of General Peavey, lumberman and dealer in pine lands in Maine. Mr. Peavey was born in Eastport, Me., Jan. 18, 1850, and, after a business career devoid of especial incident, during which he had worked up from a clerkship in Chicago and another in a general store in Sioux City, beginning in the latter place in 1867, to the position of a merchant on his own account, he began, in 1875, to deal in grain in Sioux City as F. H. Peavey & Co. By protracted labor, he has since risen to affluence in a grain and elevator business. Beginning with one elevator in Sioux City, he has expanded his operations year after year; and several grain and elevator companies owe their success to the diligence and toil of the energetic head of the firm of F. H. Peavey & Co. In 1884, he removed to Minneapolis. Mr. Peavey is now president of The Omaha, The Peavey, The Duluth, The Interior, The Pacific Coast, The Monarch, The Midland, The Globe and The Republic Elevator Co's, perhaps of others, and in his various concerns controls or owns more than 400 elevators, scattered through the grain regions and along the railroads

from the Mississippi river and Duluth, Minn., to the Pacific coast. While yet in Sioux City, he helped organize The Security National Bank there and was its president, and, in Minneapolis, is a director of The Northwestern National Bank. His wife, Mary, daughter of George G. Wright, Des Moines, Ia., has borne to him two daughters and a son. They were married in 1872.

FERDINAND WYTHE PECK, capitalist, Chicago, Ill., born in that city, July 15, 1848, is the most prominent of the sons of the late P. F. W. Peck, a pioneer of Chicago, who left a fortune to his family in 1871. Ferdinand qualified himself for coming responsibilities by thorough study of the law and admission to the bar in 1869. One of the founders of The Illinois Humane Society, organized in 1870 to prevent cruelty to animals and children, he has promoted the work with practical aid, and, as one of the governors, has been active in The Chicago Athenæum, an institution similar to Cooper Union of New York city, which originated immediately after the great fire of 1871. Of the latter, Mr. Peck was for many years president. For several years, a member of the Board of Education, he has also been identified with movements for the cultivation of musical taste in Chicago and a liberal contributor to that object. In 1886, he became president of the company formed to build the \$3,000,000 Auditorium hotel and theatre, the largest structure of its kind in the United States. He was vice president of the World's Columbian Exposition and Chairman of the Finance Committee, and as such, visited many foreign countries to awaken interest in the Fair. Four sons and two daughters surround him and his wife in their comfortable home on Michigan avenue, in one of the best residence sections of the city.

THOMAS BALDWIN PEDDIE, manufacturer, financier and philanthropist, one of the most highly respected business men of Newark, N. J., was born in Edinburgh, Scotland, Feb. 12, 1808, and died in Newark, Feb. 16, 1889. He was a son of John Peddie, a merchant of Edinburgh and a man of great probity. Thomas received a careful training and began life in the latter's warehouse in Edinburgh. Taught to depend upon himself for success in life, he applied himself with so much perseverance that, when he had reached man's estate, he was in a position to select for himself the field of his future efforts. Sailing to New York in 1833, he settled, after investigation, in the city of Newark, N. J., in the employment of Smith & Wright, manufacturers of saddlery. The junior partner in this firm subsequently became United States Senator from New Jersey. Mr. Peddie proved a man of too much originality to be kept in a subordinate capacity, and, in 1835, he embarked in business on his own account, and in a basement on Broad street, near William, began the manufacture of trunks and travelling bags. Being a good workman and business man, he met with prompt success, and the business grew to such an extent in the next five years that, in 1840, it was removed to larger quarters at the corner of Halsey and Market streets. In 1846, Mr. Peddie took into partnership John Morrison, under the style of Peddie & Morrison, and this association continued until 1861, when Mr. Morrison died. Meanwhile, the trade of the firm continued to expand until it grew into one of the most important industries of its class, not only in Newark, but in the United States.

In 1873, the firm became known as T. B. Peddie & Co., through the admission to partnership of George B. Jenkinson, long connected with the house, and the name is retained to the present day. In 1875, Mr. Peddie erected the large building at Halsey and Market streets.

It was impossible for a man like Mr. Peddie to confine his attention solely to money making, and he found time to share in important public movements in Newark and the management of many of its institutions. He was universally loved in the city, and, as an ardent Republican, his fellow citizens elected him to the State Assembly during 1863-64. In this position, he was active in measures to support the Federal government in suppressing the insurrection in the South. During 1866-69, he served as Mayor of Newark and in 1876 was elected to Congress from the Sixth District, declining a renomination.

Mr. Peddie was one of the originators and vice president of The Essex County National Bank, of which he was a large stockholder and always a director or officer. He was also president of The Security Savings Bank; director in The American Insurance Co., The Plank Road Co., The State Agricultural Society, The City Hospital and The Newark City Home; president of The Society for the Prevention of Cruelty to Children; an active member and once president of the Board of Trade, and a member of The New Jersey Historical Society. In every relation, he won the unfeigned respect of all.

Upon his return from Europe, in 1878 or 1879, he delivered an address before the Board of Trade, full of interesting information concerning the countries he had visited, and recommended the establishment of a department of Trade and Commerce at Washington. Mr. Peddie's heart was always full of sympathy for the poor, and he continually sought out deserving persons in need of help. No worthy man in misfortune ever appealed to him in vain, and his benefactions to the Baptist church amounted to nearly \$500,000. He gave generously to the Peddie Institute in Hightstown, which was named in his honor, and thousands of dollars were expended in the improvement of the First Baptist church on Academy street. He founded the new First Baptist, known as the Peddie Memorial church, on Broad and Fulton streets, known as one of the finest edifices of its class in the Baptist denomination. He had no special liking for clubs, yet he became one of the few residents of Newark to belong to the Union League club of New York city.

JOHN WESLEY PENCE, capitalist, Minneapolis, Minn., born in Springboro, Warren county, O., Feb. 11, 1829, died, May 25, 1893, in National City, Cal. The son of Jacob Pence and Barbara A. Null, he was educated in rural schools and began life in the feeding of cattle at Mount Holly, O. A young man of active mind and sound good sense, he knew how to get ahead in the world and soon opened a country store, to which a flour mill, a saw mill, and a distillery were successively added. These pursuits, with the feeding of cattle for the Louisville and Cincinnati markets, occupied eight years quite profitably. Removing then to Columbus, O., with a partner, as Pence & Monypeny, this energetic man operated a flour mill and distillery on a large scale. Selling these interests at the outbreak of the Civil War, it is said that he made about \$400,000, in War times, by investments in whiskey in anticipation of the tax which was levied by the Government. In 1865, he settled in Minneapolis, bought a large interest in The St. Paul & Sioux City Railroad, built the Pence Opera House in 1867, and, in 1872, organized The City Bank of Minneapolis, of which he was president for a number of years. He employed his capital also in investments in mines and real estate in California, Ohio, the Dakotas and Minnesota, and seldom engaged in any enterprise, which he did not manage with ability and success.

GEORGE SECKEL PEPPER, financier, Philadelphia, Pa., a native of that city, who died there, May 2, 1890, at the age of eighty-two, was the son of George Pepper, a brewer. He inherited wealth from his father and spent his life increasing it. Having fitted himself for the law under Horace Binney, he was admitted to the bar in 1830, but never practiced. Mr. Pepper possessed excellent talents as a financier, but, while busy during a long life with real estate, securities, and other forms of investment, he was a man of fine sympathies and noble feelings, and was able to accomplish many things of public importance. A promoter, one of the heaviest stockholders, and a director of the Academy of Music in Philadelphia, he was at one time its president and chairman of the Building Committee. He was president also of The Pennsylvania Academy of Fine Arts. At his death, he sat in the directorate of The Investment Co. of Philadelphia, The Union Security, Life Insurance and Trust Co., and several other corporations. Mr. Pepper never married, and was survived only by Frederick S. Pepper, a brother, and other collateral relatives. His liberal nature and broad sympathies were denoted by his bequests, amounting to \$2,600,000, to colleges, hospitals, libraries and institutions.

GEORGE CLEMENT PERKINS, merchant, San Francisco, Cala., ran away in 1851 from a farm at Kennebunkport, Me., where he had been born, Aug. 28, 1839, and went to sea as a cabin boy on the ship *Golden Eagle*, and followed the sea until, as a sailor before the mast, he landed in San Francisco in 1855. A tramp 100 miles across country took Mr. Perkins to the mining camps the same year, and, at the end of two years thereafter, being yet as poor as when he had begun, he took the place of porter in a store, which, in due time, came into his control as proprietor. Mercantile pursuits brought him good returns. The people elected him State Senator in 1868 and 1872, and then, refusing other honors of this sort, Mr. Perkins settled in San Francisco, entered the firm of Goodall, Perkins & Co., and engaged in a shipping and commission trade. This firm have now for more than twenty years conducted a large and profitable business and are part owners of The Pacific Steam Whaling Co. and The Arctic Oil Works, and have been identified with many other business enterprises, including the whaling and canning interests of the Pacific ocean. They own The Oregon Coal & Navigation Co. and are running the Coos Bay coal mines. Mr. Perkins was elected Governor of California, 1879-83, as a Republican, and United States Senator in 1893. The Merchants' Exchange honored him with election as president in 1878 and for several years thereafter, and elected him to the same place in 1889 and several subsequent years. He is a bank director, charitable, and the father of three sons and four daughters.

HENRY BISHOP PERKINS, financier, Warren, O., born in that city, March 19, 1824, is a son of the late Gen. Simon and Nancy Bishop Perkins. His father was a famous man, a pioneer of Ohio, and agent for the sale of land to settlers on the Western Reserve. The family are of Puritan ancestry. Henry was taught by excellent parents and in local schools, and when not quite of age lost his father by death. The care of a large inheritance in lands and other property then devolved upon him and gave him occupation for life. He is best known as president of The First National Bank of Warren, vice president of The Republic Iron Co., and promoter of other industries. In 1879, the Republicans of the 23d District elected Mr. Perkins a member of the Ohio State Senate and re-elected him in 1881. In 1888, he was a Republican Elector for Harrison, and Governor Bishop appointed him on the commission to

re-establish the boundary line between Ohio and Pennsylvania. Mr. Perkins is now trustee of Ohio State university and The Cleveland State Hospital for the Insane, and holds many other positions in local organizations, political and charitable. Oct. 10, 1855, Eliza Giddings Baldwin became his wife, and to them have been born Mary B., Olive D., now Mrs. S. W. Smith, jr., Jacob and Henry B. Perkins.

RICHARD PERKINS, oil merchant, born in Bridgewater, Mass., Feb. 1, 1805, died in Boston, Mass., Dec. 6, 1886. The whole of the fortune of this modest, sincere, unobtrusive Christian gentleman was in the end devoted almost wholly to the cause of charity and philanthropy. He was the son of William and Nabby C. Perkins, who remained in Bridgewater long enough to start the education of the boy there and then moved into Boston. At the age of twenty-one, Richard engaged in the oil business in Boston, which he prosecuted successfully, under the style of Cutter & Perkins, until 1856, when the death of a brother in California made his presence on the Pacific coast imperative. He spent about two years in California, and, after returning to the East in 1858, married Catharine Page Dow. Thereafter, the management of a large estate was his only occupation. He inherited some wealth from his brothers, George and Abijah, and used the large fortune then at his command in good works. Paralysis overtook him, in 1878, and confined him to the house most of the time until the end. He left no children. Legacies appeared in his will to the amount of \$237,000 for educational, religious and benevolent institutions. The residuary legatee, Mrs. Perkins, had been, for six years before her marriage, a teacher in the Phillips grammar school. No less philanthropic than her husband, she left her estate of \$815,000, at her death, April 29, 1893, with the exception of about \$156,000, to public institutions. Harvard college received \$150,000 for the erection of Perkins Hall.

T. MORRIS PEROT, financier, Philadelphia, Pa., head of the oldest business house in America, was born in Philadelphia, May 8, 1828, son of Francis Perot, maltster, and Elizabeth Morris, his wife. The pioneer of the Perot family was a Huguenot, who arrived in New York in 1687 and settled in the village of New Rochelle. Anthony Morris, the maternal ancestor, landed with William Penn in 1682 from the ship *Welcome*, and in 1687 built a brewery in Philadelphia, and that establishment has descended in the family continuously to the present day. By marriage in 1823 to Elizabeth, daughter of Thomas Morris, the old brewery and malt house finally came into the possession of Francis Perot, father of T. Morris Perot. The subject of this sketch began life as apprentice in a wholesale drug house and graduated from the College of Pharmacy in Philadelphia in 1849. In 1851, he undertook the wholesale drug business, shortly afterward taking his brother-in-law, Edward H. Ogden, as a partner and trading under the name of T. Morris Perot & Co. Retiring about 1870, he became associated with his father in the manufacture of malt in the old Morris establishment. Brewing had been given up about 1850. In 1887, the old firm incorporated as The Francis Perot's Sons Malting Co., and T. Morris Perot is now the president. Mr. Perot is now a director in The United Security Co., president of The People's Gas Light Co. of Jersey City, N. J., and The Mercantile Library Co., and vice president of The American Sewing Machine Co., as well as first vice president of the Board of Trade, and president of the Pennsylvania Society for the Prevention of Cruelty to Children. He is a member of the Union League club, of high character and kindly sympathies. In 1859, Mr. Perot married Rebecca C. Siter in Philadelphia and has one child, T. Morris Perot, jr.

EDWARD BURT PERRIN, M.D., land owner, San Francisco, Cala., a native of Burton's Hill, Greene county, Ala., Jan. 12, 1839, is the son of Dr. George Gwynn Perrin, physician and planter, originally of Abbeville, S. C., and of French descent. The mother, Adaline Burt, was born in Edgefield, S. C. Edward B. Perrin graduated from South Carolina college with distinction in his nineteenth year, studied medicine in New Orleans, Philadelphia and Mobile, and had fairly begun practice when the War swept him out into the field as a private in the Army of Northern Virginia, where he soon became assistant to General Beauregard's staff surgeon and afterward staff officer to General Pendleton, chief of artillery for General Johnston and General Lee. At the close of the War, worth about \$40,000, Dr. Perrin employed about two hundred hands in operating five cotton plantations in Alabama. In 1868, he went to San Francisco and bought lands in the valleys of California and Arizona before the railroads had entered them. Under his management, several towns have sprung into existence, including Newark, Redding, Cottonwood, Herndon, and Fowler. The Dumbarton & San José Narrow Gauge Railroad Co. was organized by Dr. Perrin, and of The Fresno Canal & Irrigation Co., which made that region the raisin growing center of California, he was president for years. About 40,000 acres belong to him in Fresno county and five colonies have been planted there. Near Williams, Ariz., he owns about 260,000 acres and, in addition, possesses the Baca grant of 100,000 acres, near Prescott, Ariz., and the Babacomorie grant of 130,000 acres, near Camp Huachuca, Ariz., while also largely interested in Arizona in cattle, sheep and horses. He is a member of the Pacific Union club of San Francisco and junior warden of St. Luke's Episcopal church. Twice married, first, May 10, 1864, to Miss Anne Tremlet Herndon, of Mobile, a sister of Congressman Herndon and cousin to the wife of the late President Arthur, and on June 22, 1887,* to Miss Lilo McMullin, a cousin of Gen. John T. Morgan of Kentucky, his children are Adeline; Helen, wife of Arthur Lee Robinson, of Louisville, Ky.; Edward, Virginia, and Lilo.

RICHARD GOULD PETERS, lumberman, Manistee, Mich., one of the vigorous farm boys who have come to the front in the last forty years, was born in Delaware county, N. Y., July 2, 1832, of Welsh descent. Educated in the public schools and tilling the soil of his father's farm for several seasons, the youth went out into the world finally as a workman on a railroad, and was there employed for seven years. In 1866, undertaking the manufacture of lumber at Manistee, in the firm of M. S. Tyson & Co., he made good progress, and the whole story is told by the fact that The R. G. Peters Salt & Lumber Co. is the successor in business of the original firm. His first capital came by hard work and careful economy, and subsequent good fortune, by enterprise and energy in the manufacture of lumber and salt. April 6, 1859, Mr. Peters married Miss Evelyn N. Tibbitts at Oberlin, O. He is a self made man, and, if his career has been devoid of daring adventures and thrilling excitements, it is nevertheless instructive as illustrating what can be done by steady perseverance, backed by health and character.

HENRY AUGUSTUS PEVEAR, manufacturer of morocco, Lynn, Mass., senior partner in H. A. Pevear & Son, was born in Tewksbury, Mass., Sept. 13, 1828, and was educated in Lynn and Newburyport. The family was founded in this country early in the seventeenth century by an immigrant from the island of Guernsey. Mr. Pevear began life as a tanner and has been identified with this interest ever since.

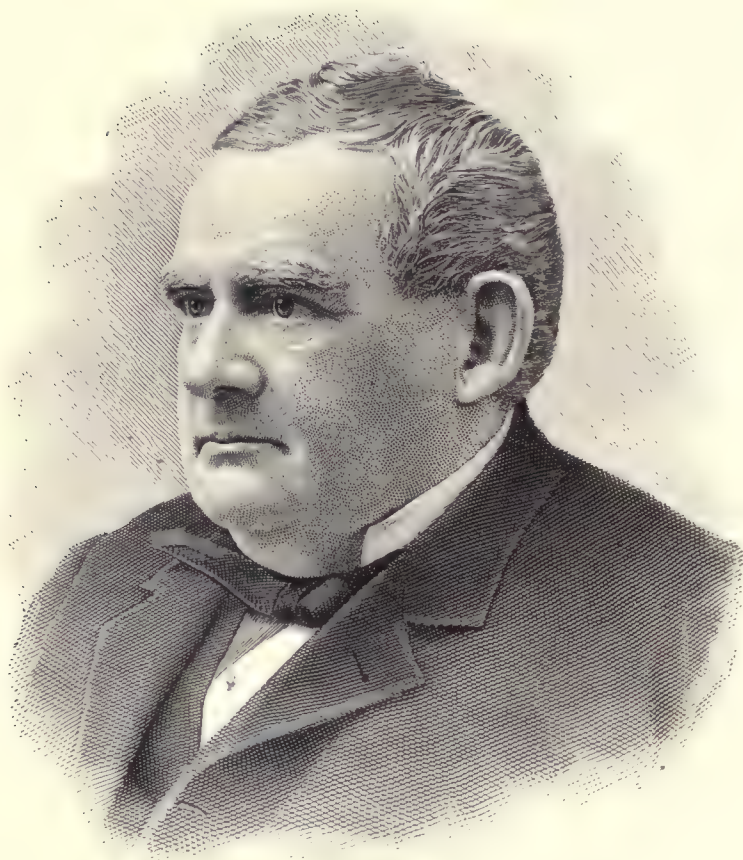
The high prices prevalent during the Civil War enriched all the leading operators in this trade, Mr. Pevear among the rest. Various local enterprises in Lynn have been promoted by him, including The Savings Bank of Lynn and the local branch of The New York Life Insurance Co., of both of which he has been president, and The Thomson-Houston Electric Co., of which he was an original stockholder and in whose management he made large profits. Mr. Pevear was married in Lynn, Sept. 16, 1847, to Sarah Ellen Orr.

JAMES PHELAN, merchant and financier of San Francisco, one of the best known pioneers of California, whose portrait appears on the following page, was born in Queen's county, Ireland, came to the United States, in 1827, with his father when six years of age, and was educated in the common schools of New York. Mercantile business in Philadelphia and New Orleans occupied him for several years; but, when the gold fever broke out, in 1849, he saw, and improved with his customary energy, the opportunity for a merchant on the Pacific coast, and shipped large cargoes of general merchandise in three vessels from New York to San Francisco, following them thither by way of the Isthmus. Upon the Isthmus he was stricken with Panama fever, and learned of the loss of one of his vessels. Nevertheless, he arrived in San Francisco in August, 1849, and established the firm of J. & M. Phelan.

The conflagration of 1851, which inflicted heavy losses upon the young city, burned his store, but he persevered, and his name was always associated with success, and was a guarantee of good faith in all enterprises. Among the first merchants to ship California wheat to England was Mr. Phelan. He established The First National Bank of San Francisco, with two million dollars capital, and served as its first president; founded The Mutual Savings Bank, and organized and became vice president of The American Contracting & Dredging Co., to dredge the Panama canal, which paid over one thousand per cent. in four years. He also became a large owner of real estate in several States, built the Phelan Building in San Francisco, and owned the Stevens House in lower Broadway, New York.

Upon his death, Dec. 23, 1892, a fortune of many millions descended to his widow, two daughters and a son, James D. Phelan. Mr. Phelan was a man of noble character and generous impulses, and not only did he do much good in life but, in his will, made numerous bequests to charity.

JAMES DUVAL PHELAN, son of the late James Phelan, born in the city of San Francisco, in April, 1861, was given an excellent education and graduated from St. Ignatius college with the degree of Bachelor of Arts. The family knew that upon the young man great responsibilities would rest in time, and they then sent him to study law at the University of California. The counsellor of his father for many years, and connected with some of his ramified interests, he inherited a fortune, in 1892, and is now occupied with large enterprises on the Pacific coast. Exempted from the struggle for a living, he has had time for affairs of public concern, and has served as Lieutenant Colonel in the National Guard, president of the Bohemian club and The San Francisco Art Association, and one of the Commissioners to the World's Fair in Chicago, which expended \$300,000, and was vice president of that body. At the opening of the California Midwinter Fair, he presided on the day of opening and organized the congresses held during that exhibition, and he has otherwise been creditably active in affairs.

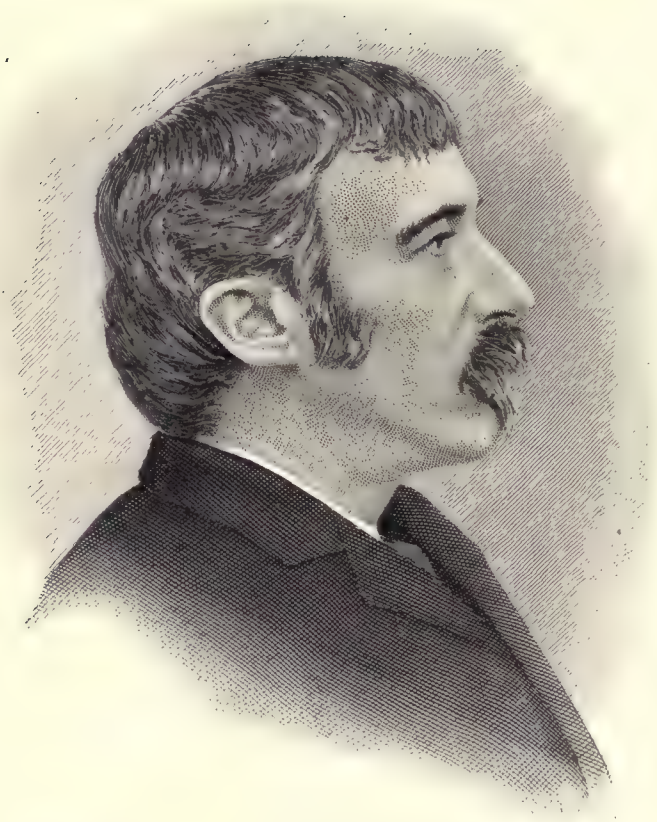


James Phillips

WILLIAM WALTER PHELPS, financier and statesman, Englewood, N. J., was of the lineage of William Phelps, a brother of the John Phelps who served Oliver Cromwell as private secretary. William Phelps emigrated in 1630 to Simsbury, Conn., and John Jay Phelps, his grandson and father of William Walter Phelps, was the first of the family to leave the Simsbury homestead. John Jay Phelps is remembered as a prominent importing merchant in New York city and organizer of The Delaware, Lackawanna & Western Railroad Co.

The subject of this memoir born in New York city, Aug. 24, 1839, graduated from Yale college in 1860, second in his class, and spent several years in European travel and study. Upon his return to New York, he studied law at Columbia college law school, being valedictorian of the class of 1863. Mr. Phelps entered at once upon the practice of law in New York city and soon afterward, as the representative of his father, became a director of The National City Bank, The Second National Bank, The United States Trust Co., The Farmers' Loan & Trust Company, and The Delaware, Lackawanna & Western, The Oswego & Syracuse, The Syracuse & Binghamton, The Cayuga & Susquehanna, The Texas International, The Houston & Great Northern, The New Haven & Northampton and The Morris & Essex Railroads. Moses Taylor, Marshall O. Roberts, Samuel Sloan, William E. Dodge and other conspicuous men availed themselves of Mr. Phelps's professional abilities; and his interest in the law was yet keen, and his right to expect its highest prizes had been demonstrated, when the exacting cares of management of his father's great estate demanded so much of his time and strength, as to compel him to withdraw from active practice in 1869, not without deep regret. When Justice Barrett resigned from the Bench of the Sixth District Court in New York, Governor Fenton appointed Mr. Phelps to the place, but Mr. Phelps could not accept this gratifying tribute to his learning and talent and declined the office, owing to private affairs. Nevertheless, Mr. Phelps was never unmindful of duty, and having always maintained a home at Teaneck, near Englewood, N. J., he accepted, in 1872, election by the Republicans to Congress, and his career there was so brilliant, that it was said of him that no man, in many years, had made such a mark in so short a time. His reputation was first made by his attack upon the franking privilege, when he displayed rare powers of sarcasm and brilliant repartee. While an ardent Republican, Mr. Phelps voted against the Civil Rights bill, on the ground that it would work injury to the colored race. His speeches on financial questions gave him yet greater reputation. In 1874, Mr. Phelps was defeated for Congress by only seven votes and in 1875 was prominently named for the United States Senate.

In 1880, Mr. Phelps served as a delegate at large to the Chicago Convention, and although a warm friend of Mr. Blaine, cordially supported General Garfield in the ensuing campaign. Mr. Phelps's health, never strong, gave way completely in the campaign, and he sailed in October for Europe, accompanied by his wife and daughter, and was in Florence when he learned that he had been nominated by President Garfield as Minister to Austria. The nomination was confirmed by the Senate, May 5, 1891. Mr. Phelps had not been an applicant for the post, but accepted it, and remained at Vienna until 1882, when he resigned and was, without seeking the honor, elected to Congress that Fall, being re-elected in 1884 and 1886. The second period of service in Congress was marked as before by earnestness, activity and devotion to his country. Mr. Phelps served on the Committee on Foreign Affairs for three successive Congresses



W^m Wallen Phelps.

and represented American interests at the International Conference on the Samoan question in Berlin, April 29 to June 14, 1889. This was the first instance in international diplomacy in which the English language was used.

June 26 1889 President Harrison appointed Mr. Phelps Minister to Germany. His geniality, familiarity with foreign tongues and charming domestic life aided to make his administration successful, and won for him the friendship and admiration of the eminent men with whom he came in contact. It was his privilege to aid the consummation of efforts to remove the embargo on American pork. He made his farewell visit to the German Foreign Office on May 30, 1893, presented his letter of recall on June 4, and sailed for home, arriving June 15. Five days later, he qualified as lay Judge of the Court of Errors and Appeals of New Jersey, under appointment by Governor Werts. He died in the midst of his admirable labors in this office.

Mr. Phelps married Ellen, daughter of Joseph E. Sheffield, founder of The Sheffield Scientific School. Having bought a farm on the Teaneck Road, about two miles west of Englewood, N. J., he added to the old farmhouse from time to time until it was one of the most unique and attractive of country homes. The house was destroyed by fire, April 1, 1888, together with a valuable collection of paintings worth over \$200,000. Mr. Phelps then bought the adjoining place and added to it by purchase, until it reached from the Hudson to the Hackensack river, a distance of five miles and contained over 2,000 acres. On this magnificent estate, there are thirty or more tenant houses and twenty-five miles of macadamized roads, the main entrance being along a road on which are four gate houses. Mr. Phelps became the largest land owner in the county. He gave generously to Yale college and was for years a member of the Yale corporation. Mr. Phelps was one of the founders of the Union League and University clubs in New York city and a member of the Bar, Century and Down Town clubs and the New England Society.

He died June 17, 1894, survived by his wife and three children, Capt. John J. Phelps, Sheffield Phelps, and Mrs. Franz von Rottenburg, wife of the former Under Secretary of the Interior of Germany and now curator of the university at Bonn.

HENRY LILLIE PIERCE, Boston, Mass., manufacturer, the son of Col. Jesse Pierce, was born in Stoughton, Mass., Aug. 23, 1825. He received his education in private schools, the academy at Milton, and the State normal school at Bridgewater. At the age of twenty-five, he entered the house of Walter Baker & Co., manufacturers of cocoa and chocolate, and in 1854, soon after the death of Mr. Baker, took charge of the business and has since been the sole owner and manager. It is now the largest of its kind on this continent. Mr. Pierce has always taken an interest in public affairs and filled many positions of trust and responsibility. He was a member of the State Legislature four years, an alderman of Boston two years, Mayor of Boston two years, and Member of Congress, 1873-77. Originally a free soiler and Republican, he became an Independent in 1884, and has since acted generally with the Democrats. He has been president of The New England Tariff Reform League for many years, and a member of the Tariff Reform and Manhattan clubs of New York.

RAY VAUGHN PIERCE, M.D., Buffalo, N. Y., born in Stark, Herkimer county, N. Y., Aug. 6, 1840, went while young with his family to Venango county, Pa., settling in a wild and romantic region, only partly inhabited. Studying medicine when old enough, he began practice in Titusville, Pa., removing to Buffalo in 1867.

Soon afterward, in a small room on Clinton street, he began making various specific remedies for disease and was soon compelled by large sales to occupy a store on Main street. The World's Medical Dispensary Association, of which he is president and almost sole owner, was created for the more systematic manufacture of his popular remedies. A sale almost world wide has brought him a fortune. He is now a large investor in other properties, is virtual owner of The American Engine Co., and was at one time president of The Buffalo Loan, Trust & Safe Deposit Co. The hotel in Buffalo which he built at a cost of half a million dollars, was one of the objects of interest to visitors until burned down in 1881. It was followed by an Invalid's Home and Surgical Institute, built by Dr. Pierce. He has served one term as Member of Congress, and is a member of the New York and Atlantic Yacht clubs.

EUGENE SAMUEL PIKE, property owner, Chicago, Ill., a native of Perry, O., is a son of Dan Harmon Pike and Jerusha Hartwell, his wife. The paternal ancestor arrived in Boston from England in 1635. The family moved to the Western Reserve in Ohio in 1831, and the subject of this sketch was born Oct. 5, 1835. With an excellent education in Western Reserve institute and Antioch college, Mr. Pike went into the business of importing and dealing in plants, trees and other nursery stock, wherein he made some gains, and after five years of banking in Painesville, O., he went to Chicago in 1867, and in that growing city has made his fortune in real estate. Although, with others, a great loser by the conflagration of 1871, Mr. Pike played his part in building up a greater Chicago. Among the institutions which enjoy his support and counsel are The First National Bank of Chicago, The Northwestern Mutual Life Insurance Co. of Milwaukee, The Fidelity & Deposit Co. of Baltimore, and The Manchester Fire Insurance Co. of England, of which he is a director or trustee. During the Columbian Exposition in Chicago, Mr. Pike served on the Committee on Grounds and Buildings. His clubs are the Chicago, Union League, Washington Park and Onwentica. Mrs. Fox is Mary Rockwell. They were married in 1865, and have three sons, Eugene Rockwell, Charles Burrall and William Wallace Pike.

CHARLES ALFRED PILLSBURY, a prominent flour miller of Minneapolis, Minn., son of George A. Pillsbury, and born in Warner, Merrimac county, N. H., Oct. 3, 1842, spent his boyhood in a modest home and found so much difficulty in securing a thorough education, that before he had left the doors of Dartmouth college, a graduate in 1863, he had had to teach a part of the time to meet the expenses. Six years of experience in Montreal as a clerk and partner in a mercantile enterprise introduced him fairly to a business career, and it was during that time, on Sept. 12, 1866, that he took to himself a wife in the person of Miss Mary A., daughter of Capt. Charles Stinson of Goffstown, N. H. The commerce of Montreal, largely consisting of grain from the Western States, and the fact that John S. Pillsbury, an uncle, had settled at the Falls of St. Anthony, Minn., in 1855, drew the thoughts of the subject of this sketch to that then far western country; and in 1869, Charles A. Pillsbury became a resident of the rising little city of Minneapolis, which, thereafter, his own enterprise and example were destined to make to grow with unexampled rapidity.

There stood on the banks of the river, at that time, four or five flour mills, deriving their motive power from the Falls, none of them large in size and all old fashioned, grinding their grain with the now antiquated buhr stones. In the employment of his uncle, and soon afterward in part ownership of a small mill at the Falls, Mr.



Chas. A. Pillsbury

Pillsbury made a close and thorough study of the methods of flour milling then in vogue, and mused much on the possibilities of securing better results with more modern appliances. Every new idea in flour milling received a hearty welcome from him, and when the "middlings purifier" and the "roller" process originated with keen inventors in Minneapolis, he seized upon the new improvements promptly, adapted his mill to their use, threw out the old buhr stones, and entered into a lively competition, with the Washburn family, Mr. Christian and other millers in the production of what was called "new process" flour. A brand which he named "Pillsbury's Best" proved of excellent quality, and was rapidly introduced wherever Minnesota flour found its way. It is claimed that "Pillsbury's Best" is now, in fact as well as in name, the finest flour in the world. The use of a series of carefully gauged steel rolls in the crushing of grain into flour effected an entire revolution in all the large flour mills of the United States, owing to the greater economy in use and the entirely satisfactory quality of flour produced; and it even led to important changes in wheat growing, because it created a demand for hard Spring wheat, theretofore less highly esteemed than the softer Winter wheat of more southerly latitudes.

In 1872, Mr. Pillsbury persuaded his father, George A., and his uncle, John S., to join him in an enlargement of the business; and the firm of Charles A. Pillsbury & Co. then entered upon a career of remarkable enterprise. A brother, Frederick C. Pillsbury, came into the firm at a later date. The career of Charles A. Pillsbury from that time forward is almost the history of the industry which makes Minneapolis one of the best and largest markets for grain in the world. The care, thoroughness and soundness of the proceedings of the Pillsbury firm finally gave their mills the foremost place in the flour manufacturing industry of the United States. Four new mills were added to the original plant, either by purchase or lease, including the Pillsbury "B," Empire, Excelsior and Anchor mills, and each of the new properties was rebuilt and equipped with the most modern appliances of all kinds. To ensure an ample supply of the finest wheat, the firm brought into being The Millers' Association, and the agents of this organization have since permeated the grain fields of the whole of the Northwest, making the most minute and careful inspection of stocks and buying only the best. A system of grain elevators for storage and shipment purposes was also created, under the ownership of The Minneapolis & Northern Elevator Co., of which Mr. Pillsbury is yet president, and the big buildings of this concern may now be seen scattered all through the grain growing sections of the region tributary to Minneapolis. Warehouses were built in Minneapolis. The final step in the extension of the business of the firm was the construction of the huge Pillsbury "A" mill, with a capacity of 5,000 barrels of flour a day, since increased to 10,700, and certainly the largest and best flour mill under the canopy of the sky. As a preparation for this enterprise, Mr. Pillsbury first made a thorough investigation of the principal flour mills of Europe, including those at Buda-Pest in Hungary, which are said to produce the finest flour in the old world. While the foreign mills embodied few ideas unfamiliar to Yankee eyes, yet they did suggest an idea or two, and the Pillsbury "A" mill, built in the year 1882, was the pride of the firm and the despair of every rival in business. Among the nearly thirty great flour mills, which lift their imposing proportions into view in Minneapolis, no group is more impressive than that created by the Pillsbury firm. The production now amounts to 24,500 barrels

of flour a day, and the brands are known everywhere upon the globe. The simple recital of these achievements is almost a sufficient description of the man who wrought the result.

His true character as a man would not be fully illustrated, however, unless reference were made to the system of profit sharing, which he introduced into the mills. While paying liberal wages to the men, he has disbursed as much as \$25,000 a year among them, as a reward for their interest in the success of the business; and, as a consequence, no strikes have ever interrupted the tranquil stream of diligent activity in the Pillsbury flour mills.

In 1889, an English syndicate bought a controlling interest in the largest flouring industries of Minneapolis and the water power at the Falls and combined the whole interest under the name of The Pillsbury-Washburn Flour Mills Co. Mr. Pillsbury remains the manager and one of the three American directors of the entire property. The name of Charles A. Pillsbury & Co. is yet retained by the former partners, but their operations are confined at present to the management of The Union and Empire Elevators and to looking after the assets of the firm, which are largely, but not entirely, invested in pine lands.

Mr. Pillsbury is a man of robust physique, strong courage, buoyant health and genial nature. The fatigues of business have been borne by him lightly and surplus vitality has been left for other affairs. He has never cared much for public office, and in fact has declined repeated offers of the Mayoralty of the city and other stations, and has never served in public life except as State Senator, for the ten years beginning with Jan. 1, 1877. During every year except one of that time, he held the chairmanship of the Finance Committee of the Senate, and had charge of the bill, recommended by John S. Pillsbury, the Governor, for the adjustment of the State debt.

He was for many years a trustee of Plymouth Congregational church, and is yet a constant attendant at its services, and a generous contributor to missions and charity.

The father of two boys, twins, he long ago exchanged the little old house near the Falls, in which he began life in Minneapolis a quarter of a century ago, for a commodious stone mansion on Stevens avenue.

JOHN SARGENT PILLSBURY, flour miller, Minneapolis, born in Sutton, N. H., July 29, 1828, son of John Pillsbury, manufacturer, was at the outset of life successively a house painter, clerk for his brother George in Warner, N. H., partner of Walter Harriman, merchant in Andover, and merchant tailor in Concord. In 1855, he opened a hardware store at the Falls of St. Anthony and lost heavily by the panic of 1857 and the burning of his store, but recovered lost ground after a hard struggle of several years. He was active in the enlistment of the 2d and 3d Minn. Vols., during the Civil War, and of a cavalry company to suppress the Sioux uprising. As Regent of the University, 1863, State Senator almost continuously, 1864-76, and Governor of the State, 1876-82, he performed services of public value, and pledged his personal credit in aid of farmers distressed by a plague of grasshoppers for several years. Governor Pillsbury restored the credit of Minnesota by retiring, after protracted and untiring labor, the \$5,000,000 issue of State railroad bonds, and wiped out the only blot on the State's escutcheon. In 1872, Mr. Pillsbury became a partner with his brother George and his nephew, in Charles A. Pillsbury & Co., flour millers, and with other members of the firm, is now largely interested in pine lands, the lumber business, grain ele-

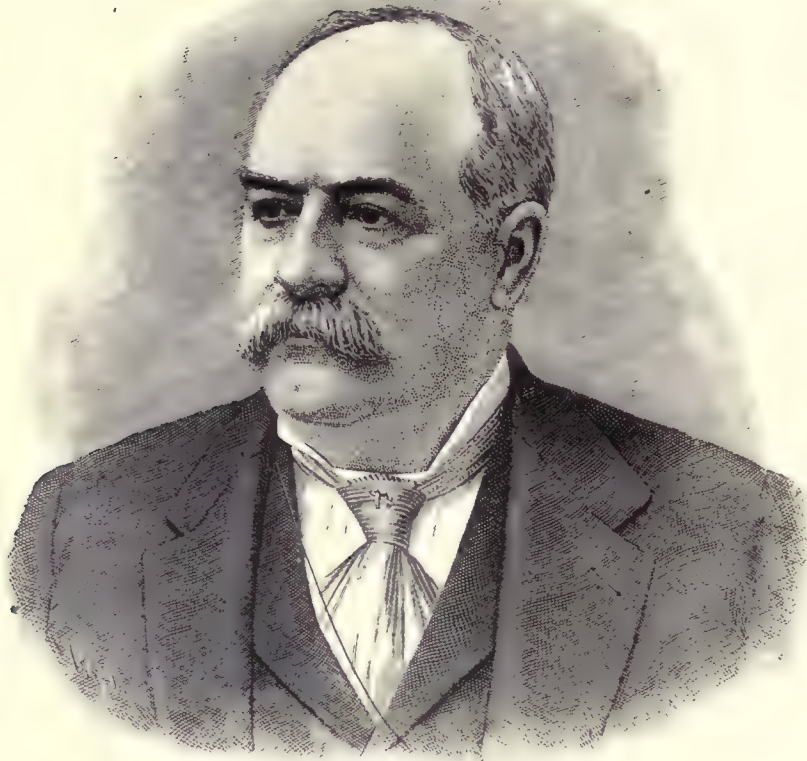
vators, banks and railroads. In 1889, owing to a lack of funds of the State, he built Science Hall at the University of Minnesota and presented it to the State. Governor Pillsbury was married Nov. 3, 1856, at Warner, N. H., to Miss Mahala, daughter of Capt. John Fisk, a descendant of the Rev. John Fisk, who came from Suffolk in England to Windham, Mass., in 1637.

DAVID PINGREE, manufacturer, Salem, Mass., a native of Georgetown, Mass., died at his home in Salem, March, 31, 1863, at the age of seventy-eight, leaving one of the large estates of that old and once wealthy city. He was a merchant for many years, who invested his savings partly in industrial enterprises, including The Naumkeag Cotton Co., of which he was president from its origin until his death. He was also president of The Naumkeag Bank from its origin in 1831. His fortune was gained in part from the purchase of low priced pine lands in Maine and New Hampshire and the sale of timber therefrom. He owned enormous tracts, said to have amounted to about 1,200,000 acres in all.

ROBERT PITCAIRN, railroad manager, Pittsburgh, Pa., is one of a group of bright and enterprising men, who have been associated with the development of The Pennsylvania Railroad almost from its infancy, and whose aggregate labors have helped create one of the most wonderful transportation systems in the United States.

Born, May 6, 1836, in the village of Johnstone, near Paisley, Scotland, Mr. Pitcairn is the son of John and Agnes Pitcairn. The father was a skillful mechanic, who, early in his married life, emigrated to America, but was induced by his former employers to return to Scotland, where he remained for about fifteen years, and then, for the sake of his growing family, returned to America in 1846, thereafter making his home in Pittsburgh, Pa. Robert was sent to school first in his native land, and later in Pittsburgh, but his destiny compelled him to earn his own support pretty early in life, and, with difficulty, he completed his education at the night schools of Pittsburgh, while busy in a variety store and in various other occupations during the day.

In 1848, Robert's friend and companion, Andrew Carnegie, then messenger boy in the office of The Atlantic & Ohio Telegraph Co. in Pittsburgh, secured for young Pitcairn a similar position, and the boy found himself associated there with several other lads of about his own age, all of whom afterward made their mark in affairs. Robert soon attracted the attention of James D. Reid, pioneer manager of telegraph lines, who described him afterward in "The History of the Telegraph in America," as "gentle, steady, prompt, true." The messenger boy was exceedingly ambitious, and, with a view to fit himself for a better position, soon learned to read messages by sound, being, in fact, one of the first to do so. Patience and aspiration were in due time rewarded by opportunity, and Mr. Pitcairn was made assistant operator and repair man at Steubenville, O., when the railroad westward from that city was being built. Later, he was promoted to the Pittsburgh office on the line to Akron, Massillon and Cleveland, about the time when the old Ohio & Pennsylvania Telegraph Co. was started. The next step in advance was promotion to be an operator in the Pittsburgh office of The Atlantic & Ohio Telegraph Co. In the latter office, in the performance of his duties, Mr. Pitcairn received and transmitted the many telegrams connected with the business of The Pennsylvania Railroad Co., and these messages created in him a very strong desire to connect himself with the railroad service. To wish is often to achieve, and Mr. Pitcairn has now been connected with The Pennsylvania Railroad for a period of forty-four years,



Rob Pitcairn

beginning in 1853, when he was appointed telegraph operator and assistant ticket agent at Mountain House, Duncanville, at the foot of Plane No. 10, where The Pennsylvania Railroad used the old Portage Road owned by the State. In February, 1854, when the line of The Pennsylvania Railroad had been completed over the Allegheny Mountains, the company transferred him to the office of the general superintendent at Altoona; and it is said that while there, the only definite ambition he ever experienced grew up in his mind, and that was to return to Pittsburgh and become superintendent of the Pittsburgh division of the road. At Altoona, Mr. Pitcairn filled different positions, serving occasionally as acting division superintendent of the railroad until 1861, having been sent by the company to the western division of The Pittsburgh, Fort Wayne & Chicago Railroad, where he spent a year.

J. Edgar Thomson, president of The Pennsylvania Railroad, was exceedingly watchful of the corps of enterprising young men who had successively become attached to the service of the road, and showed his estimate of Mr. Pitcairn by the fact that, in 1861, he appointed the young man, then only twenty-five years of age, superintendent of the middle division of The Pennsylvania Railroad, having control from Conemaugh to Mifflin. Shortly afterward, a reorganization of the service took place, and in place of the four original divisions of the road, three were created, and Mr. Pitcairn, as the latest appointee, was left for the moment without a command. But he was too valuable a man to lose and the directors created a new department for him, that of Superintendent of Transportation. Mr. Pitcairn organized the systems of car record and car mileage and other branches of the department. During the Civil War, especially after the battle of Antietam in 1862, Mr. Pitcairn was burdened with an enormous amount of work and almost appalling responsibilities in the transportation of troops and supplies, and for a time he had charge of the Middle and Pittsburgh divisions of the road as superintendent and directed operations and the movement over The Cumberland Valley Railroad from Harrisburg to Hagerstown. The specific ambition, which he had long had in view, was realized, in 1865, by his appointment as Superintendent of The Pittsburgh Division, the office having been given him at his own request, although he knew the change involved a much lower compensation. Since 1865, he has been a resident of Pittsburgh. In 1875, his responsibilities were enlarged by appointment as General Agent of the road, and Mr. Pitcairn has discharged the duties of both positions ably and satisfactorily until the present time. His ripe knowledge of railroad management, sound judgment, energy and capacity for untiring labor, have made him one of the most valued officials of the company, and in a thousand ways he has played his part to the great advantage of the company.

Since locating in Pittsburgh, Mr. Pitcairn has been and is now identified with many of the public, financial and social movements of Western Pennsylvania. At one time, he paid considerable attention to the development of petroleum interests, and, while he has never bought a share of stock in his life for purely speculative purposes, he is an owner in many corporations and so a director of The Fidelity Title & Trust Co., The Citizens' National Bank of Pittsburgh, The First National Bank of Greensburgh and The American Surety Co. of New York (and resident vice president of the latter in Pittsburgh), and director and acting vice president of The Philadelphia National Gas Co. and vice president of The Westinghouse Air Brake Co. In the introduction of the air brake, Mr. Pitcairn took an active part, having been one of the

organizers of the company formed to manufacture it. His success has been due to unremitting labor in fitting himself for higher positions, a thorough mastery of every duty entrusted to him before proceeding to a higher responsibility, and the God-given qualities of intelligence, fortitude and courage.

While a strong Republican in political faith, he has been too greatly occupied to be able to devote much time to politics from the time, when, in the early days, he served as secretary of the first Republican convention ever held in Blair county, Pa. He has long been a member of the Masonic order and Past Grand Commander of the Knights Templar, and is a trustee of the Carnegie Library and director of The West Pennsylvania Exposition Society.

July 26, 1856, Miss Elizabeth E., daughter of John Rigg of Altoona, became the wife of Mr. Pitcairn. Four children have blessed this union, Mrs. Omar S. Decker, Mrs. Charles L. Taylor, Susan Blanche and Robert Pitcairn, jr.

JOHN PLANKINTON, packer, Milwaukee, Wis., born in New Castle county, Del., March 18, 1820, died in Milwaukee, March 28, 1891. His youth was passed in Pittsburgh, Pa., but in 1844, Mr. Plankinton opened a small meat market in Milwaukee, living over the store. As an adjunct to his business, Mr. Plankinton began, in 1849, to pack pork, and this branch of his enterprise made him the founder of the packing industry of the West. Philip D. Armour became his partner in 1863. Packing houses were established in Kansas City, Chicago, New York city and Omaha. As Mr. Plankinton gained the means by packing and speculations, he became identified with a variety of enterprises in Milwaukee, and was a director of The Chicago, Milwaukee & St. Paul Railroad, owner of The Plankinton Bank and the Plankinton Hotel, the latter long the principal hotel of the city, but finally burned, director in The National Exchange Bank and The Northwestern National Fire Insurance Co., and owner of the Library block, the Mercantile block, The Loan & Trust building, and several other business structures. Mr. Plankinton was over six feet tall, generous, charitable, and greatly beloved. He was twice president of the Milwaukee Board of Trade.

INCREASE COOK PLANT, banker, Macon, Ga., was born in New Haven, Conn., Feb. 27, 1814. He went South when a lad, and, during early manhood, was a broker at Columbus, Ga., where he soon attracted the attention of bankers by his ability and energy. Shortly after his majority, he was placed in charge of a State bank in Brunswick, Ga., and there remained until 1839, when he was appointed agent of The Marine Bank of Savannah in Macon. Mr. Plant conducted the affairs of this bank with great success and immediately after the War established The First National Bank of Macon, of which he was president until his death, it being the first national bank in Georgia. In 1868, he opened the private banking house of I. C. Plant & Son, which is yet conducted by his son, Robert H. Plant, under the name of I. C. Plant's Son. Mr. Plant was held in high esteem by all who knew him on account of his ability, integrity and generosity. He died at an advanced age in Macon, Ga., Nov. 16, 1892.

PRESTON B. PLUMB, lawyer, born in Berkshire, O., Oct. 12, 1837, died in Washington, D. C., Dec. 20, 1891. The son of David and Hannah Bierce Plumb, the former a wagon maker, he began life penniless and until the Civil War had made no progress toward a fortune. At the age of twelve, he went into the office of *The Xenia News*, became one of the proprietors and in 1856 went to Kansas. In 1857, he helped found the town of Emporia, started *The Kansas News*, an anti-slavery newspaper, was

secretary of the Free State Convention in 1857 and member of the Constitutional Convention of 1859, a lawyer in 1861, member of the Legislature in 1862 and then Supreme Court reporter. In August, 1862, he went out as Lieutenant in the 11th Kan. Inf. and came back at the end of the War a Colonel. After the War, he resumed law practice in Emporia, and in 1870 edited "Swan's Ohio Justices" for Kansas lawyers. During 1873-90, he was president of The Emporia National Bank, and also went into cattle raising. March 4, 1877, he took his seat in the United States Senate and remained a member of that body until his death. In 1879, he became interested in profitable mines in Colorado and in succeeding years financed several railroad enterprises in the West and South, some of which were afterward absorbed by such railway systems as the Atchinson, Topeka & Santa Fé and The Missouri Pacific. Among other large corporations, he was a director in The Mutual Life Insurance Co. of New York. Hard work, persistent effort, close attention to the small matters as well as to those of great moment, and the wisdom gained by experience, made him a tower of strength among his colleagues and one of the ablest men in the greatest of legislative assemblies. March 8, 1867, at Ashtabula, O., he was married to Carrie A. Southwick, who, with five children, Mary A., Amos H., Ruth E., Caroline S. and Preston M. Plumb, survive him.

COL. ALBERT AUGUSTUS POPE, president of the well known Pope Manufacturing Company, founder of the bicycle business of the United States and pioneer in the great movement for better American roads, was born in Boston, May 20, 1843. He is a son of the late Charles Pope, a merchant of sturdy character, who married a daughter of Capt. James Bogman of Boston. He traces his descent through the New England families of Pope, Pierce, Cole, Stubbs and Neale.

Business reverses so clouded the fortunes of the family, that young Albert, at the age of nine, was obliged to begin to do for himself, and from that time on he received little or no financial aid from his father. He attended the public schools of Brookline until fifteen years of age, yet his training in business affairs began before this, so that he learned in early boyhood lessons of self reliance and perseverance, which have proved of the utmost value in his later years. Vacations and evenings were employed in various useful ways by the lad, who turned his hand to whatever would yield an honest penny. He bought vegetables from the farmers and sold them at retail to the neighbors, and in this way was enabled to give employment to several other boys, and in one Summer he made a profit of \$100. This amount was not startling, but it gave promise of the keen faculties which later on brought him to the front in financial circles.

At the age of fifteen, young Pope left the high school and took employment in the Quincy market in Boston, and later entered the service of a firm dealing in shoe findings. In this latter position, although his pay was only \$4 a week, he did a full-grown man's work, stirring varnish for hours in uncomfortable quarters under the sidewalk, and carrying heavy bales of goods, weighing one hundred pounds—work which to-day is done by strong, able-bodied porters. It was characteristic both of his great strength and frugality during this period that, while living five miles from the store, he often walked to and from his home, in order to save the car fare of eight cents each way, as shown by carefully kept accounts, which are yet preserved.

That the struggles of early life had developed in Mr. Pope more manhood and courage than usually belong to a youth of his age, was shown in a remarkable way



Albert A. Pope

when the scourge of the Civil War first fell upon the United States. He joined Salignac's Zouaves and the Home Guard of Brookline, of which he was chosen Captain, and was so enthusiastic over military affairs that he kept a rifle in his store and voluntarily drilled any of his friends who desired to reap the benefit of his familiarity with the military tactics of the day.

Aug. 22, 1862, he set out for the seat of war as Second Lieutenant, Co. I, 35th Mass. Inf. He was then just nineteen years of age, and he remained in the thick of active operations until the end of the War, fighting at South Mountain, Antietam, Sulphur Springs, Fredericksburg, Vicksburg, Jackson, Knoxville, Petersburg and Poplar Springs Church, and providentially escaping all injuries save a slight flesh wound at Knoxville. He often acted as commander of his regiment when the Colonel was absent or disabled, and won a reputation for ability and skill. No fact of his military career shows this more forcibly than his organization, within twelve hours, of a provisional regiment of artillery from the convalescent camp at Alexandria, with which force he advanced to the defense of Washington, assuming command of Fort Slocum and Fort Stevens with forty-seven pieces of artillery.

He was brevetted Major "for gallant conduct at the battle of Fredericksburg, Va.," and Lieutenant Colonel "for gallant conduct at the battles of Knoxville, Poplar Springs Church, and front of Petersburg," March 13, 1865.

He was entrusted with the command at Fort Hell, and led his regiment into Petersburg at the age of twenty-one. Only four of the original officers of the 35th Mass. were alive at the muster out, and Colonel Pope is now only survivor of the four.

After the War, Colonel Pope resumed his occupation in civil life, taking the position which he had resigned when his regiment went to the front. He was born to be a leader and not a follower, however, and soon began on his own account the manufacture and sale of slipper decorations and shoe manufacturers' supplies, an enterprise which from the outset yielded very handsome returns.

The Pope Manufacturing Co. was incorporated by him in 1877, for the purpose of making and marketing small patented articles.

The first bicycles seen by Colonel Pope were those exhibited at the Centennial Exposition in 1876. He was fascinated with them and returned many times to examine their construction, and found himself wondering at the skill and courage required to ride one of these apparently unsteady vehicles.

In September, 1877, Colonel Pope placed his first order for the importation of English machines. The first order given for bicycles to be manufactured in the United States was in the Spring of 1878. These fifty Columbias were constructed by The Weed Sewing Machine Co. of Hartford, Conn., which was afterward controlled and finally bought out by Colonel Pope. A visit to Europe convinced him of the possibilities of this business in America, and strengthened him in his resolution to stake his future on the manufacture of bicycles.

From a small beginning he has, by enterprise, courage, and persistent education of the public, developed a large and very important business. Columbia bicycles are to-day known throughout the civilized world as the standard. The plant of The Pope Manufacturing Co. now includes five great factories, representing a floor area of more than seventeen acres, and these with the general offices are located in Hartford, Conn. A capital of several million dollars is used and employment is given to nearly 3,000

men, most of whom are skilled engineers and mechanics. The distributing equipment consists of branch houses in the large cities and 3,000 agencies. This is by far the largest bicycle concern in the world, larger than any other two, probably than any three, of the kind. Colonel Pope has taken a humane interest in providing his factories with all the modern conveniences which will contribute to the health and happiness of his employ  s, and has recently given to the city of Hartford a beautiful park.

Colonel Pope has been the active pioneer in the great movement for good roads in the United States, and has performed a valuable public service by interesting Congress and the various Legislatures in such measures as will tend to promote road reform. He has also contributed liberally of his time and money, both as an agitator for good roads and in a liberal distribution of literature bearing upon this important subject. This movement alone entitles him to the gratitude of his fellow citizens.

A department of Road Engineering was established at the Massachusetts Institute of Technology by Colonel Pope, and in December, 1893, he caused a petition to be presented to Congress, asking for the establishment of a Road Department under the Federal government. This document was four-fifths of a mile long, signed by over 150,000 business men, seventeen Governors and other officials of high rank.

In the interests of cycling *The Wheelman* was founded by him at an expense of \$60,000. He has taken an active part in defending numerous suits and prosecuting others, and has been the means of opening public parks, streets and boulevards to wheelmen, thus giving the bicycle the privileges granted to other vehicles. There are few men in America whose activities have been so usefully directed.

Colonel Pope has won an enviable position in social and financial circles, and is connected with many corporations and associations, which look to him for the advice and counsel which his many years of experience enable him to give. Among the many honors which have fallen to his lot, perhaps the one he appreciates the most highly is that of having been elected the Commander of the Massachusetts Commandery of the Military Order of the Loyal Legion.

Colonel Pope was married, Sept. 20, 1871, and has four sons and one daughter, Albert Linder, Margaret Roberts, Harold Linder, Charles Linder and Ralph Linder. The oldest son, Albert L., is at the head of the Boston Branch of The Pope Manufacturing Co., and is often called the "Young Colonel," because, like "a chip of the old block," he is an active and successful worker.

The most remarkable personal traits of Colonel Pope are his untiring power of application, clear intelligence, and ability to meet and solve quickly the business problems, on the successful handling of which depends the success or failure of many business enterprises. He is of sound and vigorous physique, and able, at fifty-three, to do more work than the majority of the young men of this generation.

ALFRED ATMORE POPE, Cleveland, O., manufacturer, a native of North Vassalborough, Me., born July 4, 1842, is a son of Alton Pope, a manufacturer of woolen goods, and of Theodate S., his wife. He is of unmixed English blood, both branches of the family being members of the Society of Friends. Carefully educated at Oak Grove seminary in his native town and the high schools of Salem and Cleveland, O., the subject of this sketch began life as clerk in a grocery store in Salem, O., and the office of Alton Pope & Sons, woolen manufacturers, in Cleveland, becoming eventually a partner in the latter concern. In 1869, Mr. Pope engaged in the manufacture of

carriage and saddlery hardware in The Cleveland Malleable Iron Co., having purchased an interest therein. From the position of secretary and treasurer, he was promoted in 1877 to that of president. This concern came into severe competition with others, a few years ago, and in 1891, Mr. Pope took a leading part in creating The National Malleable Castings Co., capital \$3,000,000, into which were consolidated not only The Cleveland Malleable Iron Co., but The Chicago, The Toledo, and The Indianapolis Malleable Iron Co's, the stockholders then electing Mr. Pope president, a position he yet retains. Mr. Pope is also president of The Eberhard Manufacturing Co., established in 1880, and an owner in The Cleveland Cliffs Iron Co., controlling a large area of iron lands in Michigan. Through persistent application and an upright and progressive character, he has gained a strong financial position and the unlimited respect of his community. He belongs to the Union and Country clubs of Cleveland, the Union League of Chicago, and the Reform club of New York, and by his marriage with Ada L. Brooks in Salem, O., May 3, 1866, is the father of one daughter, Theodate Pope.

JOHN POPE, next to Mr. Ginter probably the most prosperous man in Richmond, Va., was born, May 24, 1855, in New York city, of German parents, and died in Richmond, April 9, 1896. At the age of eleven, he was taken out of the public schools of New York city and set to work in the tobacco factory of Lewis Ginter in the same city. From the lowest position in the concern, he rose by slow degrees and, in 1873, removed to Richmond, Va., with Mr. Ginter, advancing steadily until, in 1880, he became partner in the firm of Allen & Ginter, manufacturers of smoking tobacco and cigarettes. This house made itself so prominent, that, when The American Tobacco Co. was formed, Allen & Ginter had to be taken into the combination to insure the success of the latter. Mr. Pope was prominent in the Trust and managing director in Virginia. Besides being second vice president of The American Tobacco Co., he was also president of The Crystal Ice Co. and The Powhatan Clay Manufacturing Co., vice president of The Jefferson Hotel Co., and director in many banks and local institutions, as well as the owner of about 840 acres of land in Henrico county, Va., which he left to Major Lewis Ginter, and of other properties. Mr. Pope never married, but found social enjoyment in the company of a wide circle of friends and relatives, and among the members of the Westmoreland and Commonwealth clubs, to which he belonged.

ORRIN WOODARD POTTER, manufacturer, Chicago, Ill., was born in the city of Rochester, N. Y., Dec. 25, 1836. He is of English descent, and his ancestors were ship masters, who also owned large landed interests at South Shields. The parents of Mr. Potter were farmers and natives of Vermont, having moved from that State to the city of Rochester, N. Y., in 1834.

Mr. Potter attended public schools until his sixteenth year, when his brother Samuel and he joined a civil engineering party, with which both young men worked until the Spring of 1855. They then both entered the employ of Capt. Eber B. Ward of Detroit, at the iron works in Wyandotte, Mich. Mr. Potter displayed from the start so much fidelity to duty, intelligence and vigor, that he won the respect and confidence of his employer, who was a good judge of men and saw that he had gained a valuable assistant in his important and extended business.

In 1857, Captain Ward and his associates began the building of the iron works in Chicago, which grew into The North Chicago Rolling Mill Co. Mr. Potter was sent there in May, 1857, as bookkeeper and paymaster, being then in his twenty-first year.



Orrin W. Potter.

He remained with the company for thirty-three years, which was its entire life, it having, by reason of consolidation with The Union Steel Co. of Chicago and The Joliet Steel Co. of Joliet, Ill., become The Illinois Steel Co. During the last ten years of the life of The North Chicago Rolling Mill Co., Mr. Potter was its president, having worked his way up from bookkeeper through the intermediate positions of secretary, superintendent and general manager. The company had grown, in the meanwhile, from a capital of \$250,000 to one of \$5,000,000. Originally employing 300 men, it then had a force of 6,000, and the gross earnings had increased from \$750,000 per annum to \$15,000,000. At the works of this company were made the first Bessemer steel rails in America. Mr. Potter proved a competent and progressive manager of this vast industry, systematic in his methods, an excellent organizer, and capable of inspiring his subordinates with a portion of his own overflowing energy.

Mr. Potter retains his interest in the manufacture of iron and steel and has invested a portion of his means in iron mining and vessels, in which he is yet largely interested. He is a director and vice president of The Commercial National Bank of Chicago; director in The Metropolitan Iron & Land Co. of Ironwood, Mich., whose property has a capacity of 1,500,000 tons of iron ore per annum; director and treasurer of The Inter-Ocean Transportation Co. of Milwaukee, and a member of the Commercial, Chicago and Union League clubs. He was the third president of the Commercial club. Mr. Potter belongs to the Fourth Presbyterian church and is a director and member of the Executive Committee of The Presbyterian Hospital of Chicago. In politics, he is a strong Republican, and was one of the Presidential Electors for Illinois in 1888, when Benjamin Harrison was made President.

Married in 1858 to Miss Ellen Owen, niece of Capt. Eber B. Ward of Detroit, Mr. Potter has four children. His home is on the Lake Shore Drive on the North Side in Chicago, but every Summer is spent at a charming residence at Lake Geneva, Wis., about two hours' ride from Chicago, and the Newport of the West. By diligence, business genius, and the old fashioned but not yet antiquated qualities of perseverance, honesty, and self reliance, he has risen to an enviable position and the entire esteem of the people of his community.

THOMAS POTTER, a distinguished citizen of Philadelphia, founder of Thomas Potter, Sons & Co., incorporated, who died at Chestnut Hill, Philadelphia, Sept. 29, 1878, was born in 1819 in County Tyrone, Ireland. He was lineally descended from George Potter, an officer of Oliver Cromwell, who received a grant of land for his services. Charles II. confirmed the grant, but Thomas Potter was the son of a younger son, and was barred from inheriting a share of the land. In 1828, the father of Mr. Potter came to Philadelphia, and when he died left a small estate to his family.

Thomas Potter had been desirous of entering the church, but the death of his father compelled him to help support his mother and three sisters, and he found employment in Isaac McCauley's Bush Hill Oil Cloth Works, which occupied the former residence of James Hamilton, twice colonial Governor of Pennsylvania. During his apprenticeship, he studied at night under the tutelage of his mother, an excellent scholar, and thus obtained a good education. Mr. McCauley soon made him manager of the works, but in 1838, Mr. Potter engaged in business on his own account, and not long afterward was enabled to purchase the McCauley oil cloth and linoleum factory, which, under his management, afterward became the most extensive of its kind in the

United States. He continued there until 1870, when he sold the property and removed the works to their present location at Second and Venango streets.

Mr. Potter married Miss Adaline Coleman Bower, a grand daughter of Gen. Jacob Bower, of Revolution fame and an original member of the Society of the Cincinnati. He was deeply interested in education and served long as a School Director, this office and that of School Controller, which brought no emolument, being of the kind which alone he sought, and his devotion to duty and excellence of administration won a deserved compliment twelve years after his death, when the Board of Education named the large institution at Fourth and Clearfield streets, "The Thomas Potter School." He served as Commissioner for his district in 1853; was a member of the Common Council after the consolidation which made Philadelphia the largest city territorily in the country; and became chairman of the School Committee. Later, he was appointed chairman of the Finance Committee of Councils and took a leading part in municipal legislation. It was he who introduced the measure in 1861, appointing a Commissioner to assist in supporting the families of Union volunteers from Philadelphia, and he gave up his private office to the work. He was one of the early members of the Union League club, and belonged to the Committee of that body charged with raising money for the volunteers.

One of his projects, while in Council, was a bill providing for the erection of The Academy of Fine Arts, The Academy of National Sciences and other educational institutions, at Broad and Market streets, but the ordinance was defeated. He was prominent in the organization of the paid Fire Department and in securing the eastern section of Fairmount Park for Philadelphia. After his return from Europe in 1871, Mr. Potter became president of The City National Bank, retaining that position until his death.

WILLIAM POTTER, ex-Minister to Italy, born in Philadelphia, April 17, 1852, is a son of the late Thomas Potter, an eminent citizen of Philadelphia (a sketch of whose life appears in this work), and of the late Adaline Coleman Potter, whose grandfather, Gen. Jacob Bower, of Reading, Pa., served as an officer in the Continental Line during the entire Revolution, and was an original member of the Pennsylvania Society of the Cincinnati.

Mr. Potter was well educated in private schools in Philadelphia and matriculated at the University of Pennsylvania (member of the class of 1874); but, owing to the serious illness of his father, he was obliged to leave before being graduated, and finished his university studies in Europe and with private tutors. On his return to America, he began the study of the science of law.

Although desirous of being admitted to the Bar, Mr. Potter became a partner in his father's large manufactory corporation, and continued therein for eighteen years, until 1892, when he was appointed by President Harrison to the Italian mission. In commenting upon Mr. Potter's appointment, the Hon. John Russell Young said: "He is among the most distinguished of the leaders of the young Republicans of Philadelphia. As secretary and director of the Union League (receiving, at his latest election, the largest vote cast), he is, as it were, the Adjutant General of that powerful organization, guiding the patriotic influences of the members. He has youth, wealth, culture, high social position, a sincerity of manner charming to those in his company, and an intensity of patriotism which considers no service to the country a burden."

While vice president of the incorporated company and retaining an active and controlling interest in the great enterprise founded by his father in 1835, Mr. Potter has from his youth been earnest in public affairs in what might be called the higher regions of politics. Always a Republican, and believing the prosperity of the country to be inseparable from Republican supremacy, Mr. Potter has never ceased to labor for the purification of political methods. With this intent, he was a member of the Committee of One Hundred and a member of its Executive Committee. He remained an active participant in that commendable movement until the committee faltered in the essential principle of its organization, by a refusal to endorse reputable Republican nominations. During the several political campaigns which have matured since the manhood of Mr. Potter, he has taken part as a Republican leader not only in the practical work of organization, but as a graceful, ready and forceful speaker.

The necessity of better postal intercourse between the nations was among the duties which devolved upon the administration of President Harrison. Mr. Potter was appointed special commissioner to visit London, Paris and Berlin in behalf of the State Department and the Postmaster General and negotiate a system of Sea Post Offices. The success of these negotiations led to his appointment to be delegate to the Fourth Congress of the Universal Postal Union, held in Vienna in 1891. Mr. Potter was given plenipotentiary power, under which he arranged and signed for his government a new treaty. This instrument, which went into effect Oct. 1, 1892, to continue for five years, was among the most important achievements of Mr. Harrison's administration.

Mr. Potter is a member of the State and National Advisory Committees of the Republican party, and as such has taken a prominent part in the State and National canvass for the Republican ticket. Among the youngest of the Republican leaders in Pennsylvania, he has won the confidence of the party in a remarkable degree and no one in its councils surpasses him in influence and authority.

From many eulogistic comments, the following from the pen of the Hon. Charles Emory Smith of *The Philadelphia Press*, April 18, 1894, expresses the opinion of Mr. Potter's compatriots concerning his work in Italy:

"The Hon. William Potter, who reached home during the past week, returns with an exceptional record of success and distinction as Minister to Italy. His career at Rome, though running through less than two years, has been long enough to give him a unique position. It is not too much to say that no American Minister at that capital since Geo. P. Marsh has made so distinctly and so favorable an impression. We happen to know from those on the ground best qualified to judge that his success has been of the most signal character. He was equally fortunate in winning the respect and favor of the government to which he was accredited, and the cordial admiration and appreciation of the American colony, which in Rome is perhaps more critical and exacting than at any other point in Europe. Mr. Potter combines an unusual degree of tact with the highest common sense and good judgment, and his frank, open, winning bearing won his way to the hearts of all with whom he came in contact. His retirement from his post was marked by an extraordinary series of demonstrations, showing the esteem in which he was held, and he returns with a record of which he and his city may well be proud."

The Society of the Cincinnati in the State of New Jersey, at its meeting at Lakewood, Feb. 22, 1895, elected Mr. Potter an honorary member. He was vice president

of The British and American Archæological Society of Rome (now out of existence) and is at present a member of the Committee of the American School at Rome for the Study of Archæology, Art, Philology, Literature and History; vice president of the University club of Philadelphia, and trustee of Jefferson Medical college and of The Pennsylvania Institution for the Deaf and Dumb.

Since Mr. Potter's return, while taking part in public and political affairs, he has devoted himself particularly to the cause of municipal reform, which, in his judgment, is the coming question in this country. It is his idea that franchises are the most valuable assets of a municipal corporation, and, being the property of the people, should not be given away or sold; if parted with at all, they should be leased with proper restrictions and adequate rentals to the highest bidder, and with the best interests of the municipality always in view. Profits from monopolies in and under the streets belong to the people, and, properly secured for their benefit, ought to contribute largely to the payment of the necessary expenses of the municipality and correspondingly reduce the burden of taxation. Mr. Potter's views on this important subject of civic patriotism are best expressed in the following short extract from his open letter during the campaign of February, 1896: "Partisanship in civic affairs is not in keeping with the advance of American civilization, and it is the part of wisdom for members of our political organization (Republican) founded upon the principle of 'moral ideas' in politics to lead in the coming movement to give business management and civil service to all American municipalities."

WARREN BAILEY POTTER, merchant, Boston, Mass., son of Jonathan and Cynthia Howard Potter, born in Westport, Mass., Nov. 4, 1821, died in Boston, Dec. 2, 1889. The family went to New Bedford, Mass., in 1824, and the subject of this sketch, at fifteen years of age, was engaged to Joseph Balch, a druggist, in Providence, R. I., and then a leading man in the business, and served two years, afterward removing to New Bedford, where he followed the drug business for three years more, perfecting himself thoroughly in all its branches. At this period whaling was at its height, and Mr. Potter shipped on the bark *Peri* for a cruise in the Indian Ocean, and made a second voyage to the Northwest coast in the ship *South America*. On his return to New Bedford, Mr. Potter re-entered the drug business as proprietor, and secured a speedy and pronounced success. In 1851, in conjunction with Andrew G. Weeks, he established in Boston, at 154 Washington street, the firm of Weeks & Potter, wholesale druggists, which house is yet in existence, having enjoyed forty-five years of great prosperity. The store of this firm was completely burned in 1864 and 1872, and partially in 1879. Jan. 1, 1883, Mr. Potter founded The Potter Drug & Chemical Co., which is now well known. He was a director in The International Trust Co. and The Central National Bank of Boston. The survivors of his family were his wife, two sisters and one brother.

JOSEPH D. POTTS, traffic manager, born in Springton Forge, Chester county, Pa., Dec. 4, 1829, died, Dec. 3, 1893, in Milton, Pa. Thomas Potts of this line, six generations back, was the pioneer iron master of the Schuylkill Valley, and John Potts, son of Thomas, the founder of Pottstown. After a few years at Pottstown and Isabella Furnace, Pa., Mr. Potts then as a civil engineer took part in the work of The Sunbury & Erie. He showed much capacity and became vice president of The Steubenville & Indiana Railroad, and in February, 1858, superintendent of the western division of The

Pennsylvania Railroad, and president of The Western Transportation Co. Traffic enterprises occupied him thereafter until 1891. During the first year of the Civil War, as Lieutenant Colonel on the Governor's staff, he took charge of the movement of troops and supplies in the State and the military telegraph department. Among his official positions were those of military superintendent of The Franklin Railroad, 1862; general manager of The Philadelphia & Erie Railroad, 1862-65; president of The Empire Transportation Co., 1865-77; president of The Erie & Western Transportation Co., 1869-91; managing director of The National Storage Co., 1874-84; president of The National Docks Railroad, 1879-84, the most profitable short railroad in the world; president of The Enterprise Transit Co., 1871, and later, president of The Girard Point Storage Co. and The Chester Pipe and Tube Co., and director of The International Navigation Co., The Western Savings Fund, The University of Pennsylvania and other corporations. It was as president of The Empire and The Erie & Western Transportation Co's, that Mr. Potts performed his greatest labors and gave practical illustration of the energy of his mind and the soundness of his abilities. In 1879, he bought an interest in Potts Bro's Iron Co., Ltd., Pottstown, which in 1880 acquired control of The Chester Pipe & Tube Co. of Chester, Pa. In 1880, he bought the old Isabella Furnace, once operated by his father, David, and rebuilt and enlarged the old concern. In 1890, he bought entire ownership of The Chester Pipe & Tube Co., and was president until his death. June 8, 1854, he married Miss Mary, daughter of Dr. William McCleery of Milton, Pa., and has two sons living, William M. and Francis Lanier Potts.

THOMAS CHARLES POWER, merchant, born in Dubuque, Ia., May 22, 1839, studied to fit himself to be a civil engineer, and began life as a school teacher, 1858-62, and a surveyor of wild lands during the Summers, in Iowa and Dakota, and trader in land warrants. In 1866, Mr. Power began forwarding merchandise to Montana, and in 1867 opened a store at Fort Benton, and for many years the freighting of merchandise to the military posts and rising cities of Montana and the execution of large contracts for supplies occupied him pleasantly and profitably. A large number of teams and wagons were employed in this service, and, in partnership with I. G. Baker and others, Mr. Power built several river steamers to bring up goods and passengers to the upper Missouri. Fort Benton was exchanged in 1876 for a residence in Helena, and there Mr. Power has since been engaged in mercantile business and banking. The Power Mercantile Co. at Fort Benton is continued, and T. C. Power & Co. in Helena sell agricultural implements, Mr. Power having been the first man to bring reapers and mowers into Montana. He is president of The American National Bank. For his prominent part in obtaining the admission of Montana as a State and in the first constitutional convention, Montana made Mr. Power United States Senator, a position he yet holds. To Mr. Power and his wife, Mary Gertrude, has been born one son, Charles Benton Power.

ALBERT EBENZER POWERS, manufacturer, Lansingburgh, N. Y., and his brother Nathaniel Ball Powers, are the two most notable characters of that suburb of Troy. Their father, William Powers, son of William and Mary T. Powers, farmers, was born in Groton, N. H., Feb. 22, 1790, and after farming and school teaching at home, settled in Lansingburgh, N. Y., in 1812, worked in a meat market, and then taught a public school. In 1817, he started an oil cloth factory in the village, to which

a paint and oil business was added in 1825, and later an oil refinery. After his death, June 24, 1852, from an accident, Mrs. Deborah Powers, his wife, succeeded him in business. Mrs. Powers was a remarkable woman. A daughter of Nathaniel and Sarah Ball, she had married her husband in Hebron, N. H., Feb. 22, 1816. In 1852, a partnership was formed as D. Powers & Sons, for a continuance of the family enterprises, the sons being the actual managers. A bank was established in 1877. To the close of her life, Mrs. Powers retained remarkable vigor of mind and her place at the head of D. Powers & Sons. She died, May 28, 1891, at the age of nearly one hundred and one. Albert E. Powers was born in Lansingburgh, Dec. 5, 1816; Nathaniel B., in the same village, July 22, 1822. Albert began life as a farmer for two years in Springfield, Vt., and then returned to Lansingburgh, and went into the manufacture of oil cloth. He was admitted to partnership by his father in 1842, and has since been the actual head of the family enterprises. Nathaniel became a partner in 1847. A large amount of real estate belongs to the two brothers in Lansingburgh, and they are now proprietors of The Ivoroid Manufacturing Co. and The Green Island Foundry, and interested in The Ferris Seeder Co. and a number of farms. No one in Lansingburgh is more interested than Albert in the welfare of the community, and he has served as village trustee and school trustee, and is now a trustee of The Rensselaer Polytechnic Institute, The Marshall Infirmary and the Unitarian church, all of Troy. To him and his wife, Frances Elizabeth Hanford, whom he married in 1839, have been born William Powers and Esther Anna, wife of Charles H. Dauchy, a merchant of Troy. Having been left a widower, Mr. Powers was married in 1857 to Lucy Clarke Allen, and they have one son, Joseph Allen Powers.

DANIEL WILLIAM POWERS, banker and property owner, Rochester, N. Y., was born in Batavia, N. Y., June 14, 1818, son of Asahel Powers and Elizabeth Powell, who emigrated from the Green Mountain State, in 1812, and built the first house in the village of Albion, N. Y. Asahel served several times as deputy Sheriff and at death, in 1821, left three children, of whom Daniel was the second. Daniel was reared on the farm of his uncle, Webster Powers, near Batavia. At the age of nineteen, with \$6 in cash, he went to Rochester, N. Y., arriving Aug. 28, 1838, and went around town until he had found employment in a hardware store in return for his board. He had the good fortune to be taken into the Christian home of his employer, Ebenezer Watts, and to remain there fourteen years. Mr. Watts gave him in time the entire management of the store. March 1, 1850, in the old Eagle block on Buffalo street Mr. Powers opened the Powers Bank. It was a small institution for the purchase of uncurrent money, the negotiation of securities, etc., but it grew into a large and flourishing institution. When the Civil War broke out, Mr. Powers pinned his faith to Federal bonds and bought all he could carry, being a large gainer by the operation. His bank is now an important institution and was incorporated in 1890. Two handsome buildings have been constructed in Rochester by Mr. Powers—one of them the Powers Commercial Building, for business and office purposes, which now contains the Powers Art Gallery, valued at over \$1,000,000, and the Powers Hotel, connecting on all floors above the first with the former. In 1889, Mr. Powers bought the law library of the late Roscoe Conkling and made this the nucleus of a library of over 6,000 volumes for the benefit of his tenants. He was, for fourteen years, president of the trustees of the City Hospital and is now president of the Home for the Friendless and The Powers Banking Co., vice

president of The Genesee Valley Railroad and director in various clubs and social bodies. In 1855, Mr. Powers married Helen M., daughter of John Craig of Middleport, Niagara county, and is the father of Helen Frances, wife of J. W. Aitkin of New York; William Craig Powers, Jessie F., now Mrs. G. N. Perkins, and John Craig and Walter W. Powers.

ORLANDO POWERS, realty owner, Decatur, Ill., was born a poor boy, May 21, 1812, in Charlton, Saratoga county, N. Y., the son of William Powers, a farmer. While the first few years were uneventful enough, adventures came to Mr. Powers in young manhood sufficient to atone for the previous monotony. At the age of twenty, he shipped on a coasting vessel for Mobile, encountered a terrible storm, and was wrecked, rescued and carried to France, arriving there without a cent of money; not even a hat. Six weeks were spent in France, and he then earned his passage back to his anxious family. Next year he again started for Mobile, and went to work as a clerk at \$3 a week. Going to Illinois on horseback, in 1839, he bought a tract of land at \$1.25 an acre and settled down in farming. He moved into Decatur in 1849, and has since become a large improver of real estate. His land is valuable, and several business blocks in Decatur belong to him, including the Powers Opera House, which was dedicated in 1889, at a cost of \$125,000. There are about 10,000 acres of valuable lands in Macon county, O., which also belong to him. Mr. Powers, while well advanced in years, is now enjoying a well earned leisure in excellent health and spirits.

THOMAS HENRY POWERS, manufacturing chemist, Philadelphia, Pa., born in that city, Oct. 17, 1812, died there, Nov. 20, 1878. He was a son of Thomas Powers, merchant and supercargo of vessels, and of Susan Pearson, his wife. Taught by an Episcopal clergyman, Thomas H. Powers began life as a drug clerk under Daniel B. Smith, and when of age, entered the firm of Farr, Powers & Weightman, manufacturing chemists. After the death of Mr. Farr in 1846, the style of the house was, for a few years, Powers, Weightman & Harrison; but the new junior partner soon retired, and from that day the house has borne the name of Powers & Weightman. Mr. Powers was an indefatigable toiler, devoting the closest attention to every detail of the large business, and it is said that he seldom, if ever, took a real holiday for pleasure in more than forty years. On that account, he was not widely known socially, but he placed his firm absolutely at the head of the chemical trade of the United States. The production of chemicals, drugs and medicines by Powers & Weightman, especially during the Civil War, finally became enormous and both partners gained large fortunes. The necessity of investing his accumulations led Mr. Powers to connect himself with The Girard Life Insurance, Trust & Annuity Co. and various banks and companies. Jan. 28, 1841, Mr. Powers married Anna M., daughter of Thomas and Elizabeth Cash, of Philadelphia, and had two children, Thomas H. Powers, jr., who died suddenly from diphtheria, March 8, 1873, and Mary, wife of J. Campbell Harris. Mr. Powers was a Friend until of age and then became an Episcopalian, and was active, successively, in St. Andrew's, Christ, and Holy Trinity Churches. In 1874, he joined the Reformed Episcopal Church. He was noted for a kind and genial nature, untiring energy, marked generosity, active benevolence and strong religious principle. He enjoyed philanthropic works and was active in the affairs of the Eastern Penitentiary, the Howard Hospital, and other charities. Mrs. Powers died Nov. 15, 1895.

ENOCH PRATT, merchant and banker, Baltimore, born in North Middleborough, Mass., Sept. 10, 1808, is a son of the late Isaac Pratt and descendant of Phinesa Pratt, who arrived at Plymouth by the ship *Ann* in 1623. He graduated from Bridgewater academy, began his career as a clerk in Boston, and in 1830 founded the wholesale iron firm of Pratt & Keith in Baltimore, changed in 1842 to Enoch Pratt & Bro. This became a rich and famous house. Mr. Pratt increased his substance by promoting several railroad and steamboat lines, of which he was an officer, and, since 1841, has been connected with The National Planters' & Farmers' Bank, most if not all the time as president. He has given in the most liberal manner to schools, churches, and charities and has established in Baltimore the Enoch Pratt Free Library, at a cost of \$400,000 in real estate and \$833,000 in cash. Title was conveyed to the city July 2, 1883, and the main building opened its doors Jan. 4, 1886. Since 1877, he has been Finance Commissioner of the city as a Republican. Aug. 1, 1837, he married Miss Maria L. Hyde.

ISAAC PRATT, jr., banker, Boston, Mass., came into the world in North Middleborough, Mass., June 27, 1814. He grew up a bright, alert, ready boy, and after leaving the Bridgewater academy, went into his father's store at the age of sixteen, and thus began a business career which has now covered a period of sixty-six years. In 1834, the young man joined Warren Murdock in the commission hardware trade in Boston, and a year later became a partner of B. L. Thompson on Long Wharf. He made a good merchant of iron, although he would have done just as well, probably, in any other trade. In 1843, he connected himself with The Weymouth Iron Co., and, during the forty-three years of that relation, served as president a large part of the time. Of The Bridgewater Iron Co., he was also president. A rigid sense of honor in all transactions, clear and sound ideas, and an intrepid and driving nature, made Mr. Pratt highly respected in the trade. A few years ago, banking matters and real estate ventures engrossed him so completely that he retired from all other affairs. Since 1866, Mr. Pratt has been a director and since 1869, president of The Atlantic National Bank. His real estate holdings amount to about \$450,000 now, and he is a director in The National Bank of Wareham, president of The Charles River Embankment Co., and treasurer of The East Boston Co. A staunch Republican in politics, Mr. Pratt once sat in the Legislature of the State, but after that left office to those who find pleasure in it.

WILLIAM RUSSELL PRICKETT, private banker, Edwardsville, Ill., a town now big enough to support three weekly newspapers, was born in that place, Sept. 21, 1836. A Southern ancestry, studies at Gen. Bushrod Johnson's military school in Kentucky in 1852, and his Democratic convictions in politics, did not prevent Mr. Prickett, after graduating from Illinois college in 1856, and after some experience as clerk in a country store, from serving in the Union army during the Civil War, as Major of the 150th Ill. Inf. Since 1868, he has conducted a private bank in Edwardsville with success, originally known as West & Prickett but now W. R. Prickett & Co. He inherited a considerable fortune, but has increased it. As an active Democrat, he has figured prominently in State politics for more than a quarter of a century, serving as United States Commissioner in 1885, twice as Member of the General Assembly, and as Presidential Elector in 1892. Several complimentary votes have been given to him as United States Senator. To Mr. Prickett and his first wife, Virginia Frances, daughter of the Hon. Edward Mitchell West of Edwardsville, whom he married in



Samuel P. [illegible]

1844, was born three children: Edward L. Proctor, entered United States Consul in Germany; Virginia Kemble, who has married William Allen Burrows of New York; and Mary West, married to Harriet I. Drummond of St. Louis. He married with a Josephine, daughter of Judge Joseph Gillespie, an eminent Board of Aldermen, Lincoln, their marriage taking place in 1854.

GEORGE NEWTON PROCTOR, manufacturer, Poughkeepsie, N. Y., born in that city, July 20, 1816, is the son of Stephen G. Proctor and a well known man. The son of a merchant and resident of a manufacturing city, devoted himself to labor in the management of industries. Mr. Proctor was given a good education, graduating with a course at Harvard college, class of 1839. For six months he was of a wholesale hardware firm in Chicago, he resorted to Poughkeepsie to become a real merchant and manufacturer. He has made his mark as part proprietor of The Star and The Poughkeepsie Watched Co., of which he is treasurer; The Waldbaum Coal Co., The Poughkeepsie Park Co., and The Garfield & Proctor Coal Co., of which he is president and general manager. He is also interested in real and gold mining properties, The Watched National Bank and The Watched National Fire Insurance Co. Married in 1844 in Rochester, N. Y., he is the father of George W. and J. S. Proctor.

THOMAS ETIENNE PROCTOR, tanner, Boston, Mass., born in Gloucester, Mass., Aug. 10, 1814, the son of Abel Proctor of that town, died at Boston, Dec. 1, 1894. Abel Proctor sent his boy to the local schools for a time but found him early in life into the mysteries of tanning, and in 1834 made him a partner in Abel Proctor & Son in Boston. In this trade, Mr. Proctor passed his whole life, rising to the undoubted leadership of it in Boston. In 1850, he started his own establishment on Pearl street in Boston, made large profits during the War, and operated in 1860-1861 a large number of tanneries, mostly in the timber regions of Pennsylvania and located at Falls Creek, Pottsville, Berks, Bedford, Roxbury, Lower Mills, Adams Woods, Jamison City and elsewhere. The business was finally incorporated as The Thomas E. Proctor Leather Co. In 1862, Mr. Proctor became a member and director of three tanning firms, The Elk Tanning Co., The Union Tanning Co., and The United States Leather Co. Some years he ran the Leather Trust. Mr. Proctor left profits to those who liked it, but he served as trustee of The Massachusetts General Hospital and a director of The First National Bank. Four children survived him, two of them sons, and James H. Proctor is connected with The Leather Trust.

GEORGE BARTLEMEY FOLLINER, furniture and president of The Furniture Palace Car Co., Chicago, Ill., born in Brockton, Chautauqua county, N. Y., March 3, 1831, owes his success to a daring and original idea carried into effect with the confidence, energy, and courage of youth. He held his first office here in 1850. With a common school education, Mr. Folliner went into a country store in 1845, and in 1848 removed to Union, N. Y., where he learned cabinet making with a brother, and, in contracts and the buying of wood and other materials, out of the way of his employer. He made a little money. In 1859, he settled in Chicago during the period when the University had been lifted bodily to a higher level, and passed through the college. The Methodist Union had various kinds of buildings, and the level of certain social undertakings.

It was in 1859 that the attention of Mr. Folliner was first drawn by travelling to and between Buffalo and Westfield, to the magnificent sleeping cars of that day. Then



Handwritten signature or initials, possibly "L. S. P."

1859, were born three children—Edward I. Prickett, latterly United States Consul in Germany; Virginia Russell, who has married William Alex. Burrowes of New York city; and Mary West, married to Harrison I. Drummond of St. Louis. His second wife is Josephine, daughter of Judge Joseph Gillespie, an intimate friend of Abraham Lincoln, their marriage taking place in 1888.

GEORGE NEWTON PROCTOR, manufacturer, Fitchburg, Mass., born in that city, July 31, 1842, is the son of Sullivan G. Proctor and a well known man. The son of a merchant and resident of a manufacturing city, destined himself to figure in the management of industries, Mr. Proctor was given a good education, terminating with a course at Harvard college, class of 1865. For six months cashier of a wholesale hardware firm in Chicago, he returned to Fitchburg to become a coal merchant and manufacturer. He has made his mark as part proprietor of The Star and The Fitchburg Worsted Co's, of which he is treasurer; The Waltham Coal Co., The Fitchburg Park Co., and The Garfield & Proctor Coal Co., of which he is president and general manager. He is also interested in coal and gold mining properties, The Wachusett National Bank and The Wachusett National Fire Insurance Co. Married in 1864 in Rochester, N. Y., he is the father of George N. and J. S. Proctor.

THOMAS EMERSON PROCTOR, tanner, Boston, Mass., born in Danvers, Mass., Aug. 29, 1834, the son of Abel Proctor of that town, died in Boston, Dec. 7, 1894. Abel Proctor sent his boy to the local schools for a time but initiated him early in life into the mysteries of tanning, and in 1853 made him a partner in Abel Proctor & Son in Boston. In this trade, Mr. Proctor passed his whole life, rising to the undisputed leadership of it in Boston. In 1861, he started his own establishment on Pearl street in Boston, made large profits during the War, and operated in later years a large number of tanneries, mainly in the hemlock timber regions of Pennsylvania and located at Falls Creek, Proctorsville, Penfield, Ralston, Curwensville, Athens, Powell, Jamison City and elsewhere. The business was finally incorporated as The Thomas E. Proctor Leather Co. In 1893, Mr. Proctor became a member and director of three tanning trusts, The Elk Tanning Co., The Union Tanning Co., and The United States Leather Co., better known as the Leather Trust. Mr. Proctor left politics to those who liked it, but he served as trustee of The Massachusetts General Hospital and a director of The Eliot National Bank. Four children survived him, two of them sons, and James H. Proctor is associated with The Leather Trust.

GEORGE MORTIMER PULLMAN, founder and president of The Pullman Palace Car Co., Chicago, Ill., born in Brockton, Chautauqua county, N. Y., March 3, 1831, owes his success to a daring and original idea carried into effect with the confidence, energy, and settled tenacity of purpose, for which he has always been famous. With a common school education, Mr. Pullman went into a country store in 1845, and in 1848 removed to Albion, N. Y., where he learned cabinet making with a brother, and, in contracts and the moving of warehouses and other buildings out of the way of the enlarged Erie canal, made a little money. In 1859, he settled in Chicago during the period when the whole city was being lifted bodily to a higher level, and gained perhaps \$20,000 by raising the Mattison House and various blocks of buildings and the level of certain streets under contract.

It was in 1859 that the attention of Mr. Pullman was first drawn, by travelling in one between Buffalo and Westfield, to the uncomfortable sleeping cars of that day, then

consisting of ordinary passenger cars with three rows of bunks on each side. After conversations on the subject with Hon. Benjamin Field of New York State, Mr. Pullman became a partner of Mr. Field in the operation of sleeping cars on The Chicago & Alton and the old Galena railroads; but, so little did he esteem the prospects of the business at that period, that, during the Pike's Peak excitement, he went out to the Rocky mountains for a year or two. Railroad travel had been interrupted during the early part of the Civil War, but, subsequently, the movement of troops and the coming and going of the volunteers gave it an enormous expansion, and, in 1864, Mr. Pullman returned to Illinois and resumed the sleeping car business. It was he who first conceived the happy thought that, in order to render night travel on the railroads of the United States popular with all classes of the people, the sleeping car must be made comfortable and complete in its accommodations, handsome in appearance, and suitable for occupancy both by night and by day. He tested his idea with the courage of a pioneer and an apostle and made his reputation and a fortune. Renting a shop and employing a few carpenters, he built—against the protest and in spite of the scoffs of others—a sleeping car, the *Pioneer*, of extraordinary strength and size, magnificently furnished and beautifully decorated by the artist who had adorned the recently constructed house of Samuel J. Tilden. Sleeping cars had previously cost \$4,000 and \$5,000 each. The *Pioneer* cost \$18,000, and was so large that it was necessary to saw off station platforms before it could pass. The next car cost \$24,000. Both took the travelling public of America by storm and were the topic of admiring comment in every part of the country. They initiated the modern sleeping and palace car service. At one stroke, Mr. Pullman had made himself the undoubted leader in a new and attractive species of business enterprise of great value to the public.

In 1867, Mr. Pullman organized The Pullman Palace Car Co., of which he has always been president, capital originally \$1,000,000 but now \$36,000,000. Shops were established in Chicago, and later in St. Louis, Detroit, Elmira and Wilmington. A few years ago, the magnitude of the business required a great extension of manufacturing facilities, and the town of Pullman was created, fourteen miles from Chicago, on a tract of 4,000 acres of land bought for the purpose. Upon a previously dreary prairie, great shops and a beautiful town of 12,000 inhabitants have been created at an expense of about \$8,000,000, with churches, shaded avenues, a public library, a theatre, exceedingly attractive houses, and all the equipment of a wholesome and complete modern town. This town is justly the pride of its founder and builder, and upon it he has expended the most careful thought and lavish generosity. The famous strike of 1894 illy repaid George M. Pullman's munificence and interest in his employes. As for The Pullman Palace Car Co., its operations continue to increase year by year, and it now employs 15,000 people, with a pay roll of \$7,500,000 a year, and operates about 3,000 cars upon 125,000 miles of railroad lines. The longest unbroken run of any of its cars is from Boston to Los Angeles, 4,322 miles.

Mr. Pullman has always been a liberal man, and he gave \$100,000 to the new Art Museum in Jackson Park and presented to the city of Chicago a bronze group of statuary, which is stationed near the site of old Fort Dearborn and commemorates the massacre of the whites by the Indians, Aug. 15, 1812.

HENRY CLEVELAND PUTNAM, lumberman, Eau Claire, Wis., is a descendant of John Putnam, settler of Salem, Mass., 1634, and came from the same sturdy family

as Gen. Israel Putnam and Gen. Rufus Putnam. Capt. Henry Putnam, great grandfather of Henry C. Putnam, was killed in the battle of Lexington. His mother's family descended from Moses Cleveland, Massachusetts, 1635. Hamilton Putnam, his father, a merchant, married Janette Cleveland and finally bought a farm, in order to bring up his boys thereon. Henry C. Putnam was born in Madison, N. Y., March 6, 1832, and went to Wisconsin in 1855. He served as a civil engineer on The Syracuse & Binghamton Railroad until 1854, and on The Blue Ridge Railroad in South Carolina for two years, and in 1855-57, he helped run the first railroad to the Mississippi river. After that, he engaged in exploring new lands in Wisconsin and Minnesota. Mr. Putnam laid out Eau Claire, Wis., by survey, and has ever since made his home there. For several years, he served as County Surveyor, Register of Deeds, and United States Assessor at Eau Claire, and during 1865-67 surveyed and selected a half million acres of timber lands for Cornell University at a cost of \$500,000, now worth at least \$7,000,000. His vocation made Mr. Putnam deeply interested in forestry, and Prof. C. S. Sargent calls him the man best informed on that subject in the United States. Mr. Putnam finally engaged in the lumber business himself and is now director of The Brennan, The Grande Ronde and several other lumber companies. He is also president and an incorporator in 1876 of The Chippewa Valley Bank; president of The Eau Claire Linen Mill Co., and vice president of The American Forestry Association. Mr. Putnam's success is due to an inherited love for natural things. He owes little to books but much to the good woman who is his wife. Aug. 8, 1858, Mr. Putnam married Jane Eliza Balcom of Oxford, N. Y. Of their six children, two are living, Ernest B. Putnam, of St. Paul, and Sara Lyon, of Chicago.



Q.

SIGVALD ASBJORN QVALE, lumberman, born in Haugesund, Norway, July 18, 1853, died at his home in Eau Claire, Wis., May 17, 1890. He was a son of Asbjorn G. Qvale, shipper and owner of coasting vessels. At the age of fourteen, he sailed for America, located at Rochester, Minn., and worked on a farm, and when proficient enough to take a clerkship in a store, he spent three years in that employment in Rochester and Minneapolis, and then found employment at Hudson, Wis., in the land office of The West Wisconsin Railway, where he spent seven years. There was then little sale for the lands of the company in certain counties, and the idea occurred to Mr. Qvale to buy them at a low price. An offer made by him was accepted, and he paid for the property with notes and mortgage. Mr. Qvale was able to sell most of the land to Scandinavian settlers at a liberal advance, while settlement increased the value of the tracts he retained. Mr. Qvale then bought the Gaslin farm near the city limits of Minneapolis. This property his estate yet holds. About 1885, the State of Wisconsin gave him an option to take a large amount of land in the northern part of the State at a low price. Explorers were sent out and Mr. Qvale bought the most valuable lands, and a sudden rise in the value of pine lands added largely to his wealth. Profits were invested with excellent judgment, largely in real estate in West Superior, Chicago, and other cities, and in The Ideal Land & Loan Co. of Eau Claire. He was married in March, 1889, to Anna, daughter of Bifogd Nils Nielson, and their children are Elise Selmer, Augusta Selmer, Jacky Selmer and Sigvald Qvale. Mr. Qvale was an enthusiastic Republican, and while close and exacting in business transactions, was liberal in benevolence and an unostentatious and generous giver. By will, he attempted to convey a liberal part of his property in trust for a hospital. The transfer was defective, however, his name having been signed to some of the documents with a rubber stamp. The will being contested, the lawyers took about a third of the estate, his widow received a third, and the rest went to The Ideal Land & Loan Co.



R.

ALEXANDER RAMSEY, St. Paul, Minn., the last of the loyal War Governors and the first to answer President Lincoln's call for volunteers, was born near Harrisburg, Pa., Sept. 8, 1815. He is descended from two old and prominent families of Pennsylvania. The paternal grandfather, after whom he was named, was born in the eastern part of then the province, early in the eighteenth century, while his mother, Elizabeth Kelker, was descended from an early German settler. The Ramseys of Pennsylvania were of good Scottish ancestry, and their blending with the sturdy and sober Pennsylvania Germans produced men renowned for brawn and brain, with not a single dwarf, dastard or dullard among them. All of the Ramsey clan were brave, industrious and thrifty, well-to-do and long lived. No better type of this family can be found than the old War Governor of Minnesota.

Alexander Ramsey was reared by an uncle, and in his young manhood worked at the carpenter's trade, clerked in a store, wrote in a public office, took a partial collegiate course, taught school, and at twenty-two began the study of law. In 1839, he was admitted to the bar and began practice at Harrisburg. He would undoubtedly have won prominence in the law, but, as an ardent Whig, he had a natural taste for politics. In 1840, Harrison and Tyler were nominated at Harrisburg, and he made many notable speeches and helped carry Pennsylvania for "Tippecanoe and Tyler too." As a sort of recognition of his services, he was made secretary of the State Electoral College in December, and in the following January was elected Chief Clerk of the Legislature.

In 1842, when twenty-seven years of age, the Whigs nominated Mr. Ramsey for Congress in a newly formed district and gave him a majority, but it was decided that the district had been illegally formed, the election being therefore void. Next year, 1843, he was elected, and re-elected in 1844, but he declined a third term in 1846. In 1848, as chairman of the Whig State committee, he helped carry the Key Stone State for Taylor and Fillmore, and President Taylor appointed his well known Pennsylvania partisan Governor of Minnesota, and two months later, Governor Ramsey arrived at St. Paul, then a small frontier village, and entered upon his duties. Governor Ramsey was then in the prime of stalwart manhood, and was accompanied by his accomplished wife, who had been Anna, daughter of the Hon. Michael H. Jenks, her husband's colleague in Congress. Their arrival was an event long and pleasantly remembered. The Governor had a great deal of work to do, much of it unpleasant and all of it hard. The Territory was swarming with adventurers, office seekers and speculators, all with schemes and many of them with jobs. Factional fights and local feuds were rife and everything was in confusion. It became incumbent on Governor Ramsey to establish order out of chaos, to set the governmental machinery in motion and keep it running smoothly. As Superintendent of Indian Affairs for Minnesota, *ex-officio*, he had the management of 25,000 Sioux and Chippewas, blanketed and barbaric, and owning big provinces of the land. Governor Ramsey read his first message to a Legislature of twenty-seven members, the paper being full of good sense, hope and fair prophecies, which he lived to see realized, and his four years' administration was successful, free from scandal and

marked by discipline and control. In 1851, in company with another commissioner, he made a treaty with the Sioux, and bought from them 40,000,000 acres of fertile land which was soon opened to settlement. The same year, in council with the Chippewas, he treated for the famed Red River valley, now the greatest wheat district in the world, the big bread basket of the Northwest; but this treaty was not ratified, and the cession was not made until 1863. While fair but firm in dealing with the red men, he treated the unscrupulous pale-faces summarily, and when the old Sioux sheik, Red Iron, became turbulent and insubordinate, he "broke" him from his chieftainship, put fetters upon him, and threw him into the lockup, although a thousand armed warriors stood by scowling and menacing.

In 1853, under President Pierce, Governor Ramsey was succeeded by Gen. Willis A. Gorman of Indiana and became a private citizen of St. Paul. In 1855, the town elected him Mayor. In 1857, when Minnesota was entering into Statehood, the Republicans nominated him for Governor against Gen. Henry H. Sibley, a Democrat. Between these two men, both prominent characters in the history of the Northwest, there was always implacable political enmity and devoted personal friendship. By a close vote, General Sibley became Minnesota's first State Governor, but, two years later, in 1859, Governor Ramsey was elected and with him, as Lieutenant Governor, the gifted but erratic Ignatius Donnelly.

When Fort Sumter was fired upon, Governor Ramsey happened to be in Washington, and without a moment's delay he called upon President Lincoln and offered him a thousand Minnesotans for the War. When the formal call for volunteers was issued, he answered it in person: "Minnesota's quota is ready, Mr. President." At the head of the first regiment he placed his former Democratic successor, Gorman, who had won name and fame at Buena Vista and was loyal and brave. In that year, 1861, Minnesota, young, poor and in sore trouble, sent to the field five full regiments of her bravest and best, and when, next year, six more followed them, Minnesota had almost stripped herself of defenders. In August, 1862, when nearly all her fighting men were in the South, the great Sioux Indian rebellion broke out, and within a week a thousand residents of the State had been tomahawked and scalped and millions of property destroyed. Governor Ramsey did not flinch, but sent General Sibley, at the head of such a force as could be organized, against the savages, strengthening and supporting him as best he could, and in forty days the rebellion had been subdued, hundreds of captives restored, and the Indians driven from the State, never to return. Ramsey was a splendid War Governor, as he had been a good peace Governor. He kept Minnesota's quota full, visited her soldiers in their Southern camps and cared for them as a father would for his boys. He punished the Indian murderers of his people and protected the frontier from a repetition of the savage foray, and all the while he was controlling the domestic affairs of the State successfully and advancing her development and civilization.

In January, 1863, Governor Ramsey was elected United States Senator from Minnesota, and at the close of his term was re-elected for six years more. During his twelve years of service he was prominent in the deliberations of Congress and was chairman of the Committees on Territories and on Post Offices and Post Roads, etc. The subject of postal reform occupied much of his attention. It was the "Ramsey bill" which first corrected the franking abuse, and his labors in Europe were influential in bringing

about cheap international postage. The improvement of the Mississippi and its navigable tributaries, the building of The Northern Pacific Railroad, legislation in behalf of the Territories of Dakota and Montana, the encouragement of trade relations with Manitoba, and all other measures for the benefit of the Northwest, were subjects of his particular care and effort. No member had better personal standing. His broad views, good judgment and sagacity, and his hearty frankness and geniality gave him great popularity and influence.

In December, 1879, when President Hayes tendered him the portfolio of Secretary of War, he accepted the position and gave faithful and important service until March, 1881. A year later, Congress enacted the "Edmunds law," which virtually extinguished the remaining "twin relic of barbarism," polygamy in Utah, and created a commission of five officials to execute its provisions. Governor Ramsey was appointed a member of the commission and served as its chairman until 1886, when he resigned and retired to private life. He has since passed the greater part of his time in St. Paul in the quiet and hearty enjoyment of domestic comfort, of the intercourse with old admiring friends whose name is legion, and the company and association of his fellow citizens of the State and city.

In 1845, he married Anna Earl Jenks, daughter of Michael Hutchinson Jenks, and since 1884 has been a widower, and has only one child, a daughter, now Mrs. Marion Furness

"That which should accompany old age,
As honor, love, obedience, troops of friends,"

he has in plenitude. He has always taken care of his health, and probably was never sick a whole day in all of his eventful and busy life. Although past eighty years of age, he "wears his manhood hale and green," and is phenomenally well preserved. As seen on the streets nearly every day, in any sort of weather, he would attract attention in any crowd. Physically he is large, somewhat portly, but well formed, with a countenance expressive of dignity and force, but always bright with amiability and beaming with good humor. Everybody likes him and respects him, and he is Minnesota's "grand old man." For several years, he has been president of The Minnesota Historical Society and regularly attends its meetings, and is a leading spirit in an Old Settlers' Association. He has large interests in real estate, and mainly looks after his personal affairs himself. Owing to early purchases of land in St. Paul, and the improvement of his property by himself, he is sometimes spoken of as one of the "builders of St. Paul." He is a member of the Loyal Legion and other organizations, and probably attends as many banquets, receptions and public meetings as any other citizen of the State. He is a frequent excursionist, goes every Autumn to Yellowstone Park, and likes to tell a good story or listen to one. In Minnesota, his services are in demand on nearly every occasion where speeches are to be made, and his voice is seemingly as strong, deep and eloquent as when it resounded through the Senate chamber. For aught anybody knows, and for all everybody hopes, he is good for twenty years more of honorable and happy life, taking it easily and spending it sensibly.

DAVID RANKIN, banker and farmer, Tarkio, Mo., the son of William Rankin and of Scotch ancestry, was born in Sullivan county, Ind., May 28, 1825. He was educated at home and in a little log school house, in which he sat on puncheon slabs behind greased paper window lights. The father was a poor man. With a colt given

him by his father and with scanty savings, the young man finally secured a tract of farm land in Henderson county, Ill., which, through his driving energy, good crops and careful investments, grew into more extensive possessions, first in Illinois, and later in Missouri, where he began buying land in 1875. The larger part of his property is now located in the latter State. The geniality, business ability and public spirit of Mr. Rankin made him a popular man from the start, and at an early day, he was chosen by the Republican party a representative in the Illinois Legislature for three terms, the 28th, 29th and 33d. Since his settlement in Atchison county, Mo., in 1885, Mr. Rankin has become a large farmer. He now owns over 20,000 acres of land in that and adjacent counties, raises immense crops of corn, and feeds from 6,000 to 10,000 cattle annually, being said to be the largest feeder of cattle with his own produce in the world. The growth of the thriving city of Tarkio is due largely to his energy. With his son, William F. Rankin, he is the owner of the local electric light, water, brick and tile plants there and the promoter of every enterprise which will tend to bring prosperity to the town. He is president of The First National Bank of Tarkio, and partner in the Bank of Rankin, White & Laur, of Westboro, Mo. The Tarkio college, an institution under the care of the United Presbyterian church, of which Mr. Rankin is a member, owes its existence largely to his donations, he having given for its support sums aggregating over \$75,000. He is a hearty supporter of any educational, philanthropic or other good work. Mr. Rankin's career affords an excellent example of what may be attained, by industry, sagacity, and perseverance.

FREDERIC ALEXANDER RAYNOLDS, banker, Cañon City, Colo., originated in Canton, O., Sept. 26, 1850, and began life at fifteen years of age as a dry goods clerk. Three years of selling goods over a counter inspired the confident young man with the idea that it was time to become a great merchant on his own account, and so he started a butter and eggs store, which, however, proved a dismal failure. Through lack of experience, he lost his money, and then went back to dry goods, as salesman for The Eagle Woolen Mills. In this he did better, so much so, that he became secretary and treasurer of the company. In 1874, he settled in Cañon City, Colo., and opened The Fremont County Bank, of which he was then, and is yet, president and owner. Money has come to him rapidly since 1874 in banking and investments. He owns the Ben Butler mines at Red Cliff, a quarter of the O. K. mine at Leadville, a large amount of land and other large interests. In The Pueblo & Arkansas Valley Railroad and The Cañon City Coal Co., he is a director. He is a prominent Republican and has been frequently honored by his party, and as a strong Presbyterian is active in church affairs. Married, March 23, 1880, to Magdalene Sheetz, his children are Pansy, Fred-eric A., Lewis M., Dana L. and Margaret Raynolds.

JOHN GRANDIN READING, financier, born in Hunterdon county, N. J., May 29, 1812, died at his home in Philadelphia, Pa., Jan. 27, 1891. His father, Joseph Reading, was a great grandson of John Reading, Governor of New Jersey under the crown and during the American Revolution, while the wife of Joseph Reading was Eleanor, daughter of Dr. John Grandin. John G. Reading began life as a clerk and retail merchant in Flemington, N. J. He retired at thirty-five, with a competency, to recruit his health, and within the next five years became interested in timber and coal lands in Pennsylvania and lumber manufacturing at Williamsport. In 1864, he became a resident of Philadelphia. A large part of Mr. Reading's fortune was gained from his

timber and coal lands. At Williamsport, he was a controlling owner and president of The Susquehanna Boom Co., The Williamsport Gas Co., The Lumberman's National Bank, and The South Williamsport Land Co. Lumber interests were sold in 1874, and thereafter Mr. Reading was known as a coal operator and railroad man. The Beech Creek Railroad was promoted by him, in 1882, and he was the largest stockholder, outside of the Vanderbilt family, and long director and vice president. As for coal interests, he owned large properties individually and was a stockholder in The Clearfield Bituminous Coal Corporation, The Caledonia Coal Co., The Bloomington Coal & Coke Co., and The Dent's Run Coal Co. Energy, patience, a cool, clear judgment and high principle characterized every step of Mr. Reading's career. In Philadelphia, he helped organize The Union Trust Co., and held the vice presidency until his death. Of Lafayette college, he was a trustee. His wife, Sarah F. Woodhull, died July 6, 1887, and left one child, Mary Anna, wife of the Hon. Joseph M. Gazzam, of Philadelphia. A Presbyterian and a man of generous heart, Mr. Reading made a number of bequests to public objects in his will, providing, in certain contingencies, for a large gift to Lafayette college and the Church Extension Fund.

NORMAN BRUCE REAM, commission merchant and financier, Chicago, Ill., is, like nearly every other one of the leading spirits of the commercial center of the West, a self made man. Born, Nov. 5, 1844, on a farm in the great valley lying between the Alleghanies and Laurel Ridge in Somerset county, Pa., the son of Levi and Highly King Ream, he grew up in a house presided over by sterling, God fearing and loving parents. Through his mother, a member of an old New Jersey family, he descends from English and Scottish ancestry. His father's people migrated to America from near Frankfort in Germany, early in the last century, and the mother of Levi Ream was Polly Rheims, whose family line runs back to Rheims in France. Somerset county adjoins the Maryland State line and many were the slaves, who passed through that valley in the olden times on their way out of the house of bondage to freedom and homes in the North.

Norman B. Ream did not begin life without education, but he did not have too much of it, although, had he been less intrepid and patriotic, he might have had more. Aspiring to something more stirring than the dull routine of hard labor upon the farm, he learned book keeping and arithmetic in a commercial college in Pittsburgh, Pa., and at the age of fourteen was teaching school in Somerset county, Pa., for \$16.00 a month, paying for his board himself and earning enough to eke out a scanty salary by other labors, when the school was not in session. It may be said, however, that early life upon the farm gave him a special knowledge of agricultural matters, which guided him in business affairs for nearly twenty years. School teaching was soon exchanged for the more lucrative yet sufficiently modest calling of making ambrotypes in Somerset county, which he followed with more or less profit for two years.

In 1861, the North sprang to arms to save the Union of the States, and in September of that year, Mr. Ream, not yet seventeen years of age, enlisted in the 85th Pa. Vols., went to the front, and served in the various campaigns of the Army of the Potomac and Department of the South, only two days short of three years in all. His services in the field came to an abrupt end in the Fall of 1864, in consequence of a bullet wound, received near Savannah, Ga., which lamed Mr. Ream for several years after the War.

Farm work had now become inappropriate to the gallant soldier, in consequence of his wounds, and after he had regained his strength sufficiently he entered a country store in Hamedsville, Pa., as a clerk, and for a while sold pretty nearly everything under the sun, from dry goods to nails and from sugar and tea to gunpowder, to the people of the neighborhood. But the great West, with its larger opportunities, attracted Mr. Ream to Princeton, Ill., in September, 1866, and after a clerkship of six weeks, he bought an interest in a general dry goods and grocery store in that town. A year later, with the money he had been able to save, he removed to Iowa with glowing hopes of doing great things, and engaged in a grain and live stock and farm implement business, combined with farming, at Osceola, Ia. But it fell to the lot of Mr. Ream to encounter an experience there, which, while it did no harm to so intrepid a character, was by no means an agreeable one. A plague of grasshoppers prevailed for three years in succession and ate up the substance of the farmers, and, as Mr. Ream, while paying various farmers cash for their products, had supplied others with tools and other goods on credit, a point was finally reached beyond which the young merchant could not go. In other words, he failed in business, owing to causes beyond his own control. In the years of his subsequent prosperity in Chicago, he made it a point of honor to settle every debt, with ten per cent. interest.

Removing to Chicago in 1871, followed, certainly, by at least the good will of his friends in Iowa, Mr. Ream engaged in a live stock commission business, and this venture in the principal live stock market of the West was at last rewarded with success. Wide awake, sparing himself no labors necessary to ensure the development of his business, he made his way rapidly, and finally becoming a member of the Board of Trade, he built up a large commission trade in grain, occasionally joining in speculations in important years. In spite of the ups and downs of fortune, Mr. Ream emerged from the Board of Trade in 1880, a man of large resources. After his withdrawal, his operations were confined to a brokerage business, in order that he might be left free to develop other interests in which he had invested means. A seat was retained in the Stock Exchanges in both Chicago and New York for many years, but the latter he resigned several years ago.

The substantial merchant who finally obtains a position of financial ease, must employ the capital which has come to him in productive investments, unless he would see his resources impaired and finally disappear. Mr. Ream has embarked his in a variety of useful enterprises, and is the owner of cattle ranches and farms in many States, and of real estate in Chicago, a large interest in the beautiful Rookery office building on La Salle street being one of his properties. He is largely interested in street railroads and electric light properties in Toledo, O., and was for years a director of The Illinois Central Railway and is a director of The First National Bank of Chicago. Through trials which would have daunted a feeble man and temptations which would have wrecked a dishonest one, he has pushed his way steadily to the front, maintained his honor unstained, and ranks to-day among the leading financiers in Chicago.

Independent in politics, he has never been able to forget the flag under which he marched and heard the angry buzz of an enemy's bullet for the sake of Republican principle for three arduous years, and he generally votes with the Republican party.

He is social in temperament, a pleasant companion, and a member of many clubs, including the Chicago, Union League, Washington Park and Calumet of Chicago, the

Union of New York, and numerous hunting and fishing clubs. By his marriage in Madison, N. Y., Feb. 19, 1876, to Miss Caroline, daughter of Dr. John Putnam, he is the father of Marion, Buckingham, Frances Mott, Norman P., Robert C., Edward K., and Louis M. Ream.

GEN. CHARLES MANNING REED, who died Dec. 16, 1871, in Erie, Pa., was a pioneer in steam transportation on the Great Lakes. He was born, April 3, 1803, in Erie. Col. Seth Reed, his grandfather, who commanded a Yankee regiment at Bunker Hill, bought from the Indians and settled upon a tract of land eighteen miles long in Ontario county, N. Y., and sold his estate and reached the site of Erie, July 1, 1795, going into camp with his wife and three sons. There he built a log house, which he called Presque Island Hotel, the first structure on the site of Erie. Rufus Seth Reed, a son of the pioneer, born in Uxbridge, Mass., married first Dolly Oaks and then Agnes Irvine, and to him and the second wife was born an only son, the subject of this memoir. Rufus S. Reed was an Indian trader, a contractor for supplies, farmer, cattle buyer, miller and distiller, and vessel owner on the lakes. Charles M. Reed graduated from Washington college, studied law with Horace Binney, and then became associated with his father in mercantile and other operations, and with him took the leading part in introducing steam navigation on the lakes. They began with a small steamboat, the *William Peacock*, and then gradually created, by successive additions, a large fleet of vessels. After the death of his father in 1846, Charles M. Reed took entire charge, and Reed's Line, plying between Buffalo and Chicago and intermediate ports, became a splendid enterprise. General Reed invested his profits in canals, railroads and real estate. General Reed derived his military title from service in the militia. He served both in the State Senate and in Congress. Aug. 9, 1838, he married Harriet W., daughter of Luther Gilson of Watertown, N. Y. Of their seven children, three died in infancy. The other four were Harriet Gertrude, now deceased, wife of Henry Rawle; Nellie, now deceased; Charles M. and Lloyd G. Reed. A man of medium height and fine presence, with smooth face and graceful manners, he was a sound, clear headed, quick and positive man, always just, considerate and upright.

ANDREW REID, merchant, while a Southerner by birth, was a Scot by parentage, his father George Reid, having come from the North of the British Isles and settled in Virginia. Andrew was born in Norfolk, Sept. 22, 1818, and after a very excellent education in private schools, took his first lessons in the training of a merchant at the age of eighteen in a store in his native town. Scottish thrift was denoted by the fact that, in 1840, he started a store of his own under the name of Reid & Anderson, in company with George F. Anderson. The young merchants fared very well, and with mutual respect they parted in 1848, Mr. Reid going to Baltimore to engage with William W. Spence in a shipping and commission business, under the sign of Spence & Reid. The vessels of this firm brought to and unloaded on the wharves of Baltimore heavy importations of sugar and coffee, and in these and other dealings the partners thrived for many years. Mr. Reid retired in 1874 after thirty-four years of unbroken attention to mercantile pursuits in Baltimore, in order to obtain more freedom and to manage various large investments. But he retained a lively interest in general affairs and rendered such service as he could in several financial corporations. Among other trusts imposed upon him was that of director of The Mercantile Trust & Deposit Co. Mr. Reid was sometimes seen in the rooms of the

Maryland club, to which he belonged, and many charitable movements owed much to his personal services and other practical forms of manifesting his interest. Mrs. Reid is Fanny Brooke Gwathmey, daughter of Humphrey Brooke Gwathmey and Francis Fielding Lewis, his wife, and they were married in Richmond, Va., in 1853. Of seven children born to them, four are living, Imogen, wife of W. E. Bird; Prof. Henry Fielding Reid, who married Miss Edith Gittings; Ellen, wife of the Rev. Dr. Henry Van Dyke of New York; and Andrew M. Reid, who married Miss Mina Blind. Mr. Reid died at his home in Baltimore on West Mt. Vernon Place, Jan. 4, 1896.

CAPT. WILLIAM RENTON, lumberman, born in Pictou, N. S., Nov. 2, 1818, of a race of mariners, died in Port Blakely, Wash., July 18, 1891. At an early age, this enterprising man followed the sea. July 29, 1849, he sailed from New York in command of the *Mary & Jane*, his own ship, and after touching at several European and South American ports, sailed into the harbor of San Francisco, Aug. 16, 1850. Deserted by his sailors, Captain Renton sold the ship and bought an old hulk, which he used as a store until about September, 1852, when he removed to the Puget Sound country. At Alki Point, he went into the lumber and logging operations with two partners, but in March, 1854, moved the saw mill to Port Orchard. There he prospered greatly in business, being a man of remarkable physical strength and endurance and unusual practical sense, and having an abundant supply of fir timber close at hand. Fir forests clothed the whole region to the water's edge, and this timber—the majority of the trees two hundred feet high and five feet in diameter at the base, much of it taller and larger, and all straight as a plumb line, which cuts from 100,000 to 130,000, and, in some cases, 240,000 feet to the acre—was the principal source of all the earlier prosperity of Washington.

When the best timber near Port Orchard had been cut, Captain Renton's firm moved to Port Blakely, nearly opposite Seattle. Captain Renton took up a homestead there on the water front after a visit in August, 1863, and set about the construction of large saw mills. An excellent market was found in San Francisco, but Captain Renton also chartered many vessels and established a trade with Hawaii, South America, Australia, China, Japan and England. The Port Blakely Mill Co. was organized with a capital of \$600,000 to take charge of the business and one of the largest saw mill plants in the United States was finally developed. The mill was burned in 1888, but rebuilt on a larger scale than before. Several thousand acres of timber land were acquired by the company. Captain Renton owned a fourth interest in the Port Blakely mill, and a larger one in The Puget Sound & Gray's Harbor Railroad; Renton, Holmes & Co., and in a dozen lumber vessels, besides one-half of the Renton addition to Seattle, two steam tugs, stock in The First National Bank in San Francisco and in banks and gas works in Seattle, and timber lands at Little Skookum bay, Port Orchard and elsewhere on the Sound. He was a tremendous worker, toiling eighteen hours out of the twenty-four, and, partly in consequence of his labors, lost his eyesight about 1874, but he remained the successful manager of his widely extended interests.

Captain Renton's wife was Mrs. Sarah M. Silvia, widow of a Philadelphia sea captain. He had no children, but was survived by Mrs. Renton's two daughters, Mrs. E. W. Sackman, wife of the late Daniel J. Sackman, and Mrs. Mary A. Gaffney. A third daughter, Josephine, is now deceased, Mrs. Renton died, May 13, 1890. Mrs. Sackman is one of the incorporators of The Sackman Phillips Investment Co.

ISAAC LAWRENCE REQUA, mining engineer, San Francisco, Cal., was born in Tarrytown, N. Y., Nov. 22, 1828. The paternal ancestors were Huguenots of France, who settled in New Rochelle, N. Y., about 1680. During the American Revolution, the family took an active part for independence, no less than twenty-two of the name having enlisted. Glode Requa, a great grandfather, was Captain of Tarrytown company, 1st (South) regiment, Westchester county militia. The maternal ancestors of Mr. Requa were English. Mr. Requa was educated at Newman academy and in Tarrytown, and for some years worked on his father's farm. At eighteen years of age, he removed to New York city, but in 1849, amid the excitement produced by the discovery of gold, went to California, arriving in 1850, by way of Cape Horn. He has since spent forty-six years mining for precious metals, at first in California until 1860, and next in Virginia City, Nev. In 1867, he became connected with The Chollar-Potosi Mining Co., as superintendent. Mr. Requa has the distinction of having installed at at The Chollar-Norcross-Savage shaft, 3,250 feet in vertical depth, the heaviest mining machinery used on the Comstock. He was also superintendent of The Union Mill & Mining Co., controlling the majority of the stamp mills of the Comstock lode, and connected with The Gould & Curry Mining Co. In politics, he was an old time Whig until the formation of the Republican party. He was for twenty years chairman of the Republican State committee, and was tendered the nomination for Governor, which he felt obliged to decline. After establishing his office in San Francisco and his home in Oakland, Mr. Requa became identified with banking and railroad interests, and is now president of The Central Pacific Railroad, The Eureka & Palisade Railway, and The Oakland Bank of Savings. Mr. Requa was married in San Francisco in 1863 to Sarah J. Mower and has a son, Mark L. Requa, and a daughter, Amy Requa. He is member of the Pacific Union club, and now lives at Piedmont in Alameda county.

MORTIMER FABRITIUS REYNOLDS, the first child of white parentage born in Rochester, N. Y., was the son of Abelard Reynolds and Lydia Strong, his wife. His birth took place Dec. 2, 1814, on the "Hundred Acre Tract," which comprised the original site of Rochester. He died in that city, June 13, 1892. Educated in the best schools accessible at that time, he was during his long life actively engaged in many business enterprises, from which he retired in 1872, with a competency. A part of his wealth came from his father and consisted of a large amount of land, to which the settlement of Rochester gave great value. He was intimately identified with the business interests of the city and was never away from the place, except during school days, for more than seven weeks at any one time. He gave the Reynolds Laboratory to the University of Rochester, and at his death about half a million to found The Reynolds Public Library.

WILEY RICHARD REYNOLDS, merchant and banker, an associate of the late Henry A. Hayden, of Jackson, Mich., in many enterprises, has never held political office, but has devoted his life to practical affairs. Born in Essex, N. Y., July 11, 1818, he is a son of the late Jesse Reynolds, farmer and soldier of 1812, and of Holland descent through the paternal line. His mother, Sarah Sheldon, traced her lineage to Scotland. He removed to Plymouth, Mich., in 1839, took any honest work that offered, and, July 4, 1840, located in Jackson and became a clerk of the Exchange Hotel, a noted hostelry in those days, and agent for the Davis & Tillotson stage line from Ann Arbor *via* Jackson to St. Joseph, in that State. In 1841, while Jackson was yet a vil-

lage of only five hundred inhabitants, Mr. Reynolds engaged in a retail grocery business, and gradually rose to prominence in mercantile pursuits. Dry goods were added to the stock in 1844, and a general line of merchandise in 1850, a wholesale trade being transacted after that time as well as a retail. His sign bore the name of Wiley R. Reynolds at first, and, after 1850, W. R. & S. C. Reynolds. In 1851, the partnership of H. A. Hayden & Co. was formed, elsewhere referred to in these pages. When The People's National Bank was organized, in 1865, Mr. Reynolds was elected vice president, and retained that position for many years. He has been identified with manufacturing enterprises, lumber operations and dealings in real estate, and has slowly gained a fortune.

WILLIAM FLOYD REYNOLDS, merchant, railroad president and financier, Lafayette, Ind., was born in Lebanon, O., Nov. 6, 1811. At sixteen, he entered the commercial house of Jacob Early at Terre Haute and gained a thorough business training, and five years later, aided by Jacob Early, he began business at his own risk as a general merchant in Lafayette, where he lived during the remainder of an active and honorable life. He was married, Sept. 15, 1842, to Elizabeth A. Stockwell, daughter of Robert Stockwell.

The fortune of Mr. Reynolds was founded in the extended trade of Fowler, Stockwell & Reynolds, wholesale grocers, all three eminently successful men and as conspicuous for personal character as for their financial success. Indiana was growing steadily in population during the period in which they carried on business and new towns and cities were springing into existence everywhere in the West; and, by adapting their trade closely to the wants of the inhabitants and by unflagging enterprise, the firm became one of the best known throughout the fields of their operations.

In 1850-52, Mr. Reynolds became the leading spirit in building The Lafayette & Indianapolis Railroad, sixty-four miles in length, of which he was president and the chief stockholder. This road was sold in 1866 at a large advance, for \$2,800,000 in 7 per cent. bonds, to The Indianapolis, Cincinnati & Lafayette Railroad, which was afterward merged in the present "Big Four" system. Mr. Reynolds also built the Lafayette gas works, which proved a successful enterprise and became a valuable property. In 1873, he was made president of The Louisville, New Albany & Chicago Railroad. The finances of the company were then in a depressed condition, but steadily improved under the sound and skillful management of Mr. Reynolds. His holdings in its stock were so increased that his estate long held the largest single interest in the company. He died, July 31, 1880, at his home in Lafayette.

His remarkable sagacity, clear judgment and unwearied energy in carrying through to completion every enterprise which he undertook, distinguished his peculiar and strong character. He was a good judge of human character, a man of quick intelligence, and a wide reader.

Mr. Reynolds always took an enlightened interest in politics, and was the intimate friend of Albert S. White, Senator of the United States, to whose memory he erected a monument. During the War, he was earnestly loyal and was a warm friend of General Grant, who was visiting at his home when he received the telegram of his appointment as a Colonel in 1861. In the community where he lived and among the leading men of great enterprises throughout the country, he commanded universal respect.



Wm. F. Reynolds

HENRY MOWER RICE, pioneer and statesman, one of the most remarkable men of the Northwest and a leader in the founding of St. Paul, was during his life time probably the most popular man in Minnesota, as he was certainly one of the most useful. Born in Waitsfield, Vt., Nov. 29, 1816, he spent the larger part of his life in Minnesota, engaged in herculean labors, and died, honored and lamented, Jan. 15, 1894, at San Antonio, Tex., whither he had gone in pursuit of health.

Mr. Rice sprang from old American stock, identified with colonial times and the period of conquest and settlement of the country. The blood of colonial pioneers ran in his veins and the virtues of an energetic and virile ancestry animated his whole career. More than one of his lineage bore arms for their homes and their country in the early days. Jedediah Rice, his grandfather, was a soldier of the American Revolution. The maternal grandfather served in the French and Indian wars and was captured in 1775 at the burning of Royalton, Vt., and afterward ransomed, while the paternal great grandfather of Mr. Rice, who also served in the French and Indian wars, was captured at Marlborough in 1704, and redeemed some years afterward.

The free schools and an academy gave the young man his early tuition; and at Richmond, Vt., he studied law, a preparation which fitted him for masterly management of affairs, although he saw little active practice of the profession. In 1835, Mr. Rice emigrated to the then remote frontier town of Detroit, Mich., and first became known to fame in the location of the Sault Ste. Marie canal and other public works, authorized by the State of Michigan. A daring and enterprising spirit prompted Mr. Rice, two years later, to shoulder a pack and make his way overland on foot, a distance of two hundred miles westward, through a country scarcely removed in character from that of an aboriginal wilderness. He traded throughout that region for a time, and, in 1839, settled at Fort Snelling as an attaché of the sutler's department of the post. In 1840, he secured appointment as sutler at Fort Atkinson and soon afterward made a highly important connection with the greatest of the fur trading houses of the West, that of Pierre Chouteau, jr., & Co., of St. Louis. This brought him in contact with the Chippewa and Winnebago tribes of Indians, and Mr. Rice controlled their trade in the interest of the St. Louis house. A number of trading posts were established and others controlled by him throughout the region in which those tribes hunted the fur bearing game, and by courage, coolness, fairness and tact, Mr. Rice came in time to exert a considerable influence both over the red men themselves and the white hunters and trappers of the region. In 1846, the Winnebagoes exhibited their confidence in Mr. Rice by making him a delegate, in lieu of a native chief, to represent them in the sale of their reservation in Iowa to the United States. Mr. Rice not only negotiated a useful treaty on this occasion, but secured the sale and opening to settlement of yet another reservation. In fact, during succeeding years, mainly in 1847, as Commissioner and in 1851-54 and 1863, Mr. Rice aided materially to secure accession to the United States of Sioux, Chippewa and other lands, covering the greater part of the present State of Minnesota.

The history of the Indian treaties of the Northwest is filled with the story of Mr. Rice's efforts to protect the Indians, and, while opening the country to settlement, to initiate a policy toward the Indians which would enable them to become self-supporting. Until the day of his death, there was no other white man in Minnesota, who had the confidence and affection of the Chippewa tribe of Indians to anything like the

same extent as Mr. Rice. He was called by them "Wau-be-ma-no-min," or "White Rice."

On Feb. 26, 1889, he was appointed by President Cleveland one of three Commissioners to negotiate, on the part of the United States, a treaty with the Chippewa Indians of Minnesota for the cession of certain of their lands. As chairman of this commission, he effected a treaty whereby over 3,000,000 acres of desirable land were ceded to the government. A portion thereof, situated on the Red Lake Reservation, has recently been thrown open to settlement. *The St. Paul Dispatch* said of this treaty: "For the successful conduct of those negotiations the chief, if not the entire, credit is due to the Hon. Henry M. Rice. His selection as one of the Commissioners was the wisest possible choice which could have been made. It is a singular coincidence that exactly the same day of the same month, forty-two years ago—Aug. 22, 1847—Mr. Rice succeeded in successfully concluding a treaty with the same band, ceding valuable lands to the people. His courage and experience, combined with his intimate knowledge of Indian character, enabled him to carry through an undertaking which was attended by difficulty which amounted to serious danger of bloodshed, so incensed were the Indians by their treatment in connection with the building of the Winnibigoshish dam. The gain which is certain to result in the speedy settlement of Northern Minnesota and the utilization of this vast tract of millions of acres of valuable land will soon be felt, and what has thus far been practically a wilderness will soon rival in wealth and resources the more favored sections of the State."

Through his early negotiations, Mr. Rice learned to appreciate the value of land eligibly located, and in 1848, he bought from John R. Irvine for \$400 a tract of eighty acres, lying between Seven Corners and St. Peter street in the city of St. Paul, and fronting on the river, comprising a part of Rice & Irvine's addition to the city. This property is now worth millions. Upon it Mr. Rice began systematic work for the development of a city, and in a large sense thus became one of the founders of St. Paul. Streets and blocks were laid out; warehouses, a hotel, stores and houses were built, and all other steps were taken necessary for the development of a city. With a liberality which did honor to his heart as well as credit to his business sagacity, Mr. Rice gave land for sites for churches, schools, hospitals and parks, and in the numberless ways suggested by his native fertility of resource, promoted the welfare of the community which grew into existence upon and around his holdings. To Rice county, named after him, he presented a library of historical and political works, relating to the government, and to the city of St. Paul he gave Rice Park. He founded the town of Munising, Mich., and was also, in 1856, the founder of Bayfield, Wis., on Lake Superior, where stood his Summer home. The second brick house ever built in Minnesota was erected at the corner of Third and Washington streets in St. Paul by Henry M. Rice. As means increased, additional land was bought; and a claim of one hundred and twenty acres, which Mr. Rice called his farm, is now worth at least \$3,000 an acre. Upon a portion of this latter tract is situated the home of Mr. Auerbach, Mr. Rice's son in law. Several mansions were built by him upon "the Hill" in St. Paul, and in later life he occupied an especially beautiful site on Summit avenue.

Not only did Mr. Rice toil unceasingly for the welfare of St. Paul, but for the benefit of Minnesota. The Democrats of the Territory sent him to Congress

in 1853, and re-elected him in 1855; and in Washington he secured much public spirited legislation in aid of settlers, including the opening of land offices, the sale of military and Indian reservations, and the creation of post offices and post roads. During that early period, Mr. Rice was the strong working influence at the national Capital in behalf of Minnesota. In 1857, the first land grant railroads in the Territory were magnificently endowed, and a Surveyor General's office was established in St. Paul, under acts whose passage Mr. Rice secured. He was also the author of the law extending the right of pre-emption over the unsurveyed lands in the Territory, and procured the passage of an act authorizing the framing of a State constitution preparatory to the admission of Minnesota to the Union. The honor of election to the United States Senate, promptly accorded to Mr. Rice by the Legislature of the new State, was no more than a frank recognition of his immense services to Minnesota. In 1865, he became the Democratic candidate for Governor of the State, but was defeated by 3,476 votes.

The Civil War broke out while Mr. Rice was in the Senate. John C. Breckinridge, Robert Toombs, Stephen A. Douglas, Clement C. Clay and other leaders of Southern sentiment were his intimate friends, his intimacy with Mr. Breckinridge and Mr. Douglas being in part denoted by the fact that, with them, he built a row of three brick houses, called Minnesota row, on the corner of H street and New Jersey avenue, then a fashionable part of the city, Mr. Rice living in the middle one. Mr. Rice labored to avert the conflict of arms, which drenched the sunny South with blood and brought sorrow to homes throughout the whole land; but, when these labors failed, Mr. Rice displayed uncompromising loyalty to the Union, and his kindness to the volunteers will never be forgotten while a Minnesota veteran survives to tell the tale. His house in Washington and his purse were invariably open to Minnesota troops on duty in and near Washington, and personal attentions, more valuable always than money, were unstinted. Mr. Rice served on very important committees of the Senate, including those on Finance, Post Roads, Public Lands, and Military Affairs. Henry Wilson of Massachusetts, who was chairman of the Committee on Military Affairs, alluded frequently during his life time to Mr. Rice's services on that Committee in the most flattering manner, saying that at the time when the Army was formed, Mr. Rice's knowledge of Army matters was of greater service to the country than that of all other members of the committee.

The first bill had been introduced and the first speech made in favor of The Northern Pacific Railroad by Mr. Rice, and he was one of the four Minnesota incorporators of that road.

The unaffected nature of the man was illustrated, after retirement from the Senate, by his acceptance, for three terms, of the position of Treasurer of Ramsey county, to which he was elected by handsome majorities. Mr. Rice made many improvements in the methods of the Treasurer's office, but during his last term, he resigned on account of ill health. During nearly all his life he had suffered from pulmonary troubles, due to hardship and exposure in early days, and, during the closing years of life, was obliged to spend the Winter seasons in California or the South. His vigorous mind triumphed over physical weakness, however, to such an extent, that he lived to the age of seventy-seven. He touched the active life of St. Paul at many points, and was president of the Chamber of Commerce for several years, member and president of

the Board of Public Works, president of the first Society for the Relief of the Poor, president of The Old Settlers' Association and a Regent of the State university. March 29, 1849, Mr. Rice married Miss Matilda Whitall of Richmond, Va. Their five children were Elizabeth, now deceased, wife of Capt. J. B. Rodman, U. S. A.; Matilda, wife of Maurice Auerbach; Margaret H., wife of Capt. R. E. Thompson, U. S. Signal Corps; Rachel Newbold, wife of Luther E. Newport; and Frederick D. Rice.

WILLIAM BALL RICE, Boston, Mass., who came into the world in Hudson, Mass., then a part of Marlborough, April 1, 1840, is a son of Obed Rice, who was born in the old homestead in Sudbury. The family descends from Edmund Rice, who came from England to Sudbury in 1638. William was educated in the public schools and toiled in a shoe shop from early boyhood until he was twenty-one. He saved his money carefully and finally bought a small fancy goods store on Hanover street, Boston. In 1864, he was Second Lieutenant of Co. E, 5th Mass. Vols. In 1865, he travelled as a salesman for various factories, and in October, 1866, in the firm of Rice & Hutchins, began the manufacture of boots and shoes on a small scale. The conflagration of 1872 destroyed the store, but the firm resumed business and succeeded in a marked degree. An active, striving man, Mr. Rice and his partner have finally developed what is perhaps the largest business in this trade in the United States. Mr. Rice lives at Quincy and is the founder of the City Hospital and Park Commissioner there. In 1894, he was appointed to the Governor's Council by Governor Russell. He is a director of The Continental National Bank in Boston and The Boston Safe Deposit & Trust Co., trustee of The Franklin Savings Bank, and a member of the Algonquin, Union, Art, Trade and Merchants' clubs. Of The Associated Board of Trade, he was the first president, and he belongs to many other trade associations. He was married to Emma L. Cunningham at Marlborough, Mass., Oct. 25, 1860, and is the father of Henry Lee, Frederick Ball, and Mary Sanborn Rice.

CALVIN ALLEN RICHARDS, merchant and street railroad president, well known in Boston, was born in Dorchester, Mass., March 4, 1828, and died, Feb. 15, 1892, in the city of Boston. He was for many years first a successful merchant. Shortly after the War, the street railroads of Boston attracted his attention. Early in 1875, when the fortunes of The Metropolitan Street Railway Co. were at their lowest ebb, and its stock selling at 42 per cent., Mr. Richards was induced to relinquish other business cares and make an effort to restore the old time prestige of the property. The Highland Railroad had secured a franchise and been launched into immediate success, mainly because of popular antagonism to the unaccommodating spirit shown by its older rival. Mr. Richards took hold of the Metropolitan line with great energy and discretion and became noted for his prompt and vigorous policy. As president and general manager of the company, he had entire charge of its operations, and held this position until The West End Railroad absorbed not only The Metropolitan but The Highland, The Middlesex and The Cambridge Street Railways. Mr. Richards took the general management of the consolidated lines for a few weeks and then resigned in January, 1888. Some attention was given after that to the affairs of The Boston Heating Co., and Mr. Richards also established an office in the building on State street which bears his name, and as a commission merchant, made a specialty of the construction and equipment of street railways with cable, electric or horse power. He was a large investor in real estate and dwellings at the South End of Boston, and also possessed large properties

in the business section of the city. His holdings of real estate alone amounted to \$1,000,000. In 1858-59 and 1861, he was a member of The Boston Common Council, and in 1862, an Alderman.

SETH RICHARDS, merchant, Ottumwa, Ia., born June 9, 1812, in Enfield, Mass., died in Oakland, Cala., July 9, 1895. James Richards, his father, architect and builder, married Sarah, daughter of Ebenezer Rich of Enfield, Mass., first deacon of the Congregational church there and a land owner. Both families were of English descent. Seth Richards began life as a merchant, and in 1837, removed to Iowa and laid the foundation of prosperity by buying land warrants and locating a large amount of land, upon a part of which the city of Ottumwa has been built. Mr. Richards carried on several stores at points on the Des Moines river. Black Hawk and Keokuk, the Indian chiefs, were often his guests, and all the early missionaries in Iowa knew and loved him. He was a Christian, sympathetic and devout, and had the dignity of bearing, courtly manners and hospitality of the olden time. As the country began to fill up with settlers, Mr. Richards laid out his land at Ottumwa into city lots, which he leased, and the development of the packing, manufacturing and railroad interests of the city imparted high value to his holdings. He owned fine farms elsewhere in the State and considerable real estate in Des Moines, and late in life bought a ranch at Pomona, Cala. Political preferment he always refused, even declining a nomination as Governor of Iowa. Mary Turner Jones, of Enfield, Mass., his first wife, bore three children, Sarah Gardner, now Mrs. George O. Sears of Boston; Catherine Gertrude, now married to Henry H. Foster, and William Sidney Richards of San José, Cala. His second wife was Cornelia Smith. Mr. Richards often sought out some old friend known to him in childhood, to help in old age or to cheer with books or gifts. For many years an invalid, he was greatly tried in many ways, but faith triumphed in the end and he passed peacefully over. Fair skin with mild blue eyes, luxuriant white hair, which crowned his benevolent head like glittering silver, were characteristics which, with his tall and fully developed form, always prompted a second look. Though kind, he was very reserved, and he had few intimate friends. He never used liquor or tobacco in any form, and was "temperate in all things."

JOHN PATTON RICHARDSON, planter, Wesson, Miss., born in Brandon, Miss., May 6, 1854, died, Dec. 14, 1891, on his Epps plantation, twelve miles from Delphi, La. He was one of the five children of Col. Edmund and Susie Patton Richardson, the others being James S., William P., and Charles P. Richardson, and Susan, wife of William W. Gordon. Col. Edmund Richardson, the "cotton king," was one of the richest and most reputable men of the South. The subject of this memoir was educated at the public schools and in Virginia Military Academy, Lexington, Va. Early in life, he aided his father in the management of cotton plantations in Mississippi and Louisiana, and in the factorage and commission business in New Orleans. In New Orleans, he also engaged in the wholesale dry goods business with Col. William Carey, for a few years, under the name of Richardson & Carey, and then carried it on alone, but later formed the firm of Richardson, Williams & Co., in company with W. G. Williams. Mr. Richardson had an interest in the Mississippi Mills at Wesson and several plantations in the swamp there. During his residence in New Orleans, he was active in military affairs as 1st Lieutenant of Captain Fenner's company of the Crescent Battalion and later a Major on the staff of Gen. Adolph Meyer. Coming into the

ownership of various plantations by inheritance, Mr. Richardson devoted much of his time to cotton planting, and, in the firm of J. P. Richardson & Co., was associated at first with his brother Charles and his sister Susan. When these partners withdrew, he afterward admitted others. During the boom of 1887-88, Mr. Richardson made large investments in real estate in Chattanooga, Tenn., erecting a large and handsome business building and spending a portion of each year there until his death. He also spent a part of each year at Green Grove, Miss., but, in 1890, upon the death of Capt. William Oliver of the Mississippi Mills, his father in law, Mr. Richardson established his home at Wesson. Mr. Richardson was a peculiarly magnetic man and enjoyed the warm regard of a large circle of friends. Mrs. Ella Oliver Richardson, and two children, Edmund, and Susan, survived him, three other children having passed away.

AUGUSTUS GODLEY RICHEY, Trenton, N. J., lawyer, born March 17, 1819, at Asbury, in Warren county, N. J., died, Jan. 15, 1894, in Trenton. The son of William Richey, a farmer, Augustus graduated from Lafayette college in 1840, read law with Col. James M. Reading at Flemington, and was admitted to the bar in 1844. For twelve years, he practiced law in Asbury, N. J., and then moved to Trenton in 1856—whence, in 1863, the people sent him to the State Senate to represent Mercer county. Well read in corporation law, he built up a practice which brought him large means. He was elected, Nov. 9, 1892, vice president of The Delaware & Bound Brook Railroad Co., with which he had been connected since its organization, and was the New Jersey counsel for The Philadelphia & Reading Railroad; vice president of The Mechanics' National Bank of Trenton, The Trenton Gas Light Co., and the Trenton Saving Fund Society; and director in The Thomas Iron Co., The Penn Gas & Coal Co., and other corporations. He had large interests in coal and iron mines. Although for many years an elder of the Prospect Presbyterian church, he was a liberal giver to all Christian institutions. His wife, Anna Gray Richey, survived him with three children, Mary and Isaac Farlee Richey, and Lizzie R., wife of Charles J. Fisk.

DEAN RICHMOND, railroad president, who died at the home of Samuel J. Tilden, in New York city, Aug. 27, 1866, was born in Barnard, Vt., March 31, 1804, and came from a line of farmers, long stationed near Taunton, Mass., his father being Hathaway Richmond. While Dean was a lad of eight, the family moved to Salina, N. Y. Dean was brought up in poverty, and while early trials taught him self reliance and reading made him remarkably well informed, subsequent friction with the world never quite softened the brusqueness of a manner acquired in early battles with adversity. In the manufacture of salt, upon which he entered at the age of fifteen, his labor was rewarded with good results, and at twenty-one, one of the Syracuse banks elected him a director. In 1842, he removed to Buffalo to deal in Western produce, and in that vocation amassed a fortune, meanwhile changing his residence first to Attica and then to Batavia, N. Y. As a merchant, Mr. Richmond took an interest in means of transportation to New York city. The Erie canal being closed in the Winter time by ice, he promoted actively the consolidation of the old chain of local railroads between Buffalo and Albany into The New York Central system. In 1853, the stockholders made Mr. Richmond vice president, and in 1864, president, which position he held the remainder of his life. In politics, he favored the Democratic party, and in fact led the party management in the State for many years, but never would accept a public office. Feb. 19, 1833, he married Miss Mary Elizabeth Mead, in Troy, N. Y. Nine children were born to them, of whom

four yet survive. Mr. Richmond left a fortune of several millions to his wife. The Richmond Memorial Library in Batavia was built by her in memory of her youngest son, who died in 1885. Mrs. Richmond died April 6, 1895.

JEWETT MELVIN RICHMOND, banker, Buffalo, N. Y., is a son of the late Anson Richmond, manufacturer of salt in Syracuse, N. Y., who died in 1834, leaving to his widow and six children so little property, that it became necessary for the young people to rely upon themselves as soon as old enough. Jewett M. Richmond was born in Salina, the first ward of Syracuse, Dec. 9, 1830, and left the public schools when nearly seventeen, to take employment for two years as a clerk in a country store at Liverpool, a suburb of Syracuse, and for two years in Salina. In the Spring of 1854, he formed a partnership with several salt manufacturers, under which he settled in Buffalo, for the sale of their salt. This trade was exchanged, in 1860, for a grain commission business, and in 1863, Mr. Richmond built an elevator, which proved successful, as did all previous undertakings. In 1872, he was elected president of The Buffalo & Jamestown Railroad, a local enterprise. The Marine Bank had elected him its president in 1867, but he had retired because of the pressure of other business, retaining an interest, however, and was re-elected president in 1892, and yet holds this position. He has latterly been president of the Board of Councilmen of Buffalo. Mr. Richmond retired from mercantile business in 1881, and began buying and improving real estate. He is president of The Mutual Gas Co., director in The Fidelity Trust Co., vice president of The Buffalo Savings Bank, and connected with various other institutions.

SETH MATTESON RICHMOND, manufacturer and banker, Little Falls, N. Y., born in Augusta, Oneida county, N. Y., May 17, 1818, son of Isaac and Sarah Perry Richmond, early settlers of the Mohawk valley, died in Little Falls, April 27, 1895. At eighteen, Mr. Richmond went to Little Falls and became the clerk of John J. Knox, who held a contract for enlargement of the Erie canal. In 1840, Seth and his brother Alvin bought the stock of Mr. Knox, and, under the name of S. M. & A. Richmond, opened a general store in Little Falls, in which they prospered greatly. The firm established several branches in that region, were the first to bring anthracite coal to Little Falls, dealt largely in lumber, built, in 1842, and carried on until 1860, a print and wrapping paper mill in the village, and, during 1857-88, owned another paper mill. The old firm existed until 1893. Mr. Richmond had a variety of other local interests. The old Amos King knitting mill was acquired in 1877, in partnership with a son-in-law, Charles King, and converted into a factory of fine woolen goods, under the name of The Saxony Knitting Co., being now one of the largest factories in the Mohawk valley. From its organization, in 1879, Mr. Richmond was president of The Little Falls National Bank. Mr. Richmond made his way slowly, by his own efforts, during more than half a century of courageous endeavor, to a condition of great prosperity. He was a genial, whole-souled man, sympathetic and unspoiled, but always, in business affairs, cautious and firm. In politics a Republican, he served the village as trustee and president for several terms, and became Sheriff of the county in 1860, and, in 1866, State Assemblyman. During the Civil War, he was an active Union man. The Baptist church which he attended and other religious societies in Little Falls always found him a friend. Mr. Richmond married Miss Ursula F., daughter of Jacob Osborn, April 13, 1840, the year he started in business, and one daughter survived him, Sarah B., wife of Charles King, Mayor of Little Falls.

JACOB ELWOOD RIDGWAY, banker and financier, Philadelphia, Pa., is a native of Salem, N. J., and was born Aug. 14, 1824, the son of Job Ridgway, a house carpenter and the descendant of an English pioneer, who came to America in July, 1679, and settled in Buckstown, Pa. Mr. Ridgway was himself a carpenter for ten years and then the immense amount of building of all kinds in Philadelphia made him a general contractor, 1850-58. Later, Mr. Ridgway became interested in street railroads and deep sea ships. He was one of the founders of The Union Passenger Railway, now known as The Philadelphia Traction Co. Several large ships were also built by him, and he now owns the *Jacob E. Ridgway* and *Clarence S. Bement*, among others. He is also president and a large stockholder of The Quaker City National Bank, stockholder in The Red Stone Oil, Coal & Coke Co. of Grindstone, Pa., and in silver mines and stamp mills in Mexico, and member of Ridgway, Sprankle & Co., lumbermen, in Helenwood, Tenn. He is also the proprietor of at least a million dollars' worth of real estate in Philadelphia, including about three hundred dwellings in the 15th, 28th and 32d wards as well as various tracts of unimproved real estate. Formerly the principal owner of the Wind Mill islands in the Delaware river, he sold his interest to the United States government for \$350,000. The late William V. McGrath was an associate of Mr. Ridgway in real estate operations, especially in a large area near Twenty-third and Wharton streets, which the city of Philadelphia has since purchased for a public park. Mr. Ridgway has been twice married. He is a member of the Manufacturers' club, and a man of great vitality and fine personal appearance, robust and able, and gifted with a talent for managing large and intricate business enterprises.

JOSEPH HENRY RIEMAN, packer, was born in Baltimore, Md., Aug. 29, 1822. His father was of German, his mother of Scotch descent. Daniel Rieman, his grandfather, emigrated to Baltimore from Germany during the American Revolution, and engaged in sugar refining. The subject of this sketch received an education in the schools of Harford county, Md., and at the age of eighteen, was employed in the business office of his father, Henry Rieman, merchant and sugar refiner, whose business had been founded in 1820. About 1843, Joseph was admitted to partnership, the style being Henry Rieman & Sons. He inherited a large sum from his father, and, with his brother, Alexander, who died in 1888, continued the business successfully for many years. In 1843, he went West to take charge of branches in that part of the country, locating in Cincinnati, O., and Terre Haute, Ind., and spending twenty successive Winters in Cincinnati. The first cipher telegram for business purposes between Cincinnati and Baltimore was sent by Mr. Rieman. In 1870, he retired, retaining the name of Henry Rieman & Sons for the sake of his investments, the name being well known and in high credit and his investments numerous. He owns valuable real estate and is connected with The Baltimore City Passenger Railway, The Savings Bank of Baltimore and The Commercial & Farmers' National Bank. Mr. Rieman was at one time president of the bank last named and The Maryland State Agricultural Society, director of The Northern Central Railroad, vice president of The Baltimore Board of Trade, and director of The Baltimore & Ohio Railroad, under Mayor George W. Brown. He was married in Dayton, O., in 1861, to Annie, daughter of P. P. Lowe. Their children are Perlee Lowe, Mary Isabel, C. Alexander, Charles Ellet and Charlotte Lowe Rieman.

GEORGE WASHINGTON RIGGS, banker, Washington, D. C., was born, July 4, 1813, in Georgetown, D. C., and died at his country seat at Green Hill, Md., Aug. 24, 1881. Elisha Riggs, his father, a rich dry goods merchant, partner of George Peabody, trained George to finance, and, after the youth had spent some time in Yale college, class of 1833, sent him into the bank of W. W. Corcoran in Washington. In 1840, the young man became a partner in the bank of Corcoran & Riggs. After the retirement of Mr. Corcoran, Riggs & Co. succeeded the previous firm. Mr. Riggs was deeply interested in the development of Washington as a city and made large investments in its real estate, buying at a normal price a great deal of land, originally owned by the Government, some of which he improved and all of which is now valuable. His wife, a native of Maryland, and five children survived him, the latter being E. Francis Riggs, the banker, T. Lawrason Riggs, now deceased, Mrs. Cecilia Howard, and Alice L. and Jane A. Riggs.

ROYAL ELISHA ROBBINS, manufacturer, Boston, Mass., is of the lineage of one of the first settlers of Wethersfield, Conn., who emigrated from Thedingworth, near Rugby, Eng., in the early days. The Rev. Royal Robbins, minister of the orthodox Congregational church of Wethersfield, married Martha Wright, and from this union Royal E. Robbins was born in Kensington, Conn., March 10, 1824. With an education at the Worthington academy, the subject of this sketch became the youngest clerk in a store in Hartford, Conn., at the age of fifteen, and in November, 1841, sailed for Birmingham, Eng., and took a place in the counting room of Robbins & Martin, purchasers for the American market, the senior partner being Chauncey Robbins, an uncle. To the new clerk, the firm entrusted the duty of buying watches, and when they dissolved in 1856, Mr. Robbins sailed for New York city, and there began business as an importer of watches in an office on Cedar Street. Elisha Robbins, another uncle, gave the young man some financial aid, and in 1848, a brother, Henry A. Robbins, joined him, under the style of Robbins & Bro. When Daniel F. Appleton joined the firm, the name was changed to Robbins Bro's & Co. The partners were greatly prospered. Jan. 1, 1857, ill-health compelled Mr. Robbins to retire, although he remained a special partner. Robbins & Appleton succeeded to the business. The subject of this sketch afterward returned to the firm as a general partner. Mr. Robbins became a manufacturer of watches through an advance of \$35,000 in 1857, to Tracy & Baker of Philadelphia, to aid them in buying the factory of The Boston Watch Co. at Waltham, Mass. As a result of the panic of 1857, Mr. Robbins became sole owner of the property. The business was reorganized in 1858, as The American Watch Co., Mr. Robbins, treasurer. Mr. Robbins has remained treasurer to this date. The success of The American Watch Co. has been phenomenal, creating a new industry in America. It is estimated that \$120,000,000 have been paid out by the company in wages alone since 1858. Mr. Robbins is a director of The American Loan & Trust Co., The State Street Safe Deposit & Trust Co. and The Third National Bank, all of Boston. Oct. 1, 1861, he married Mary Elizabeth Horton, and has six children, Royal, Mary E. F., Gertrude, Reginald C., Marjorie and Phyllis.

RICHARD ALEXANDER ROBINSON, merchant, Louisville, Ky., son of Lyles Robert Robinson, farmer, was born near Winchester, Va., Oct. 23, 1817. Educated at the Winchester academy, Richard A. Robinson made a start in a business career in 1832, as a clerk in Shepherdstown, Va. Five years later he went to Louisville, Ky., and

arrived there an orphan, without a relative in the State. By keeping books for four years he earned and saved a little money, and then made an essay, in 1841, in trade as a dry goods merchant, but gave that up, in 1842, to enter the retail drug business. In this latter line he met with excellent success, and was able, in 1846 and afterward, to devote himself entirely to the wholesale trade. In 1855, he formed the firm of R. A. Robinson & Co., which soon became the largest of its kind in the Southwest. In 1878, Mr. Robinson established for his sons the wholesale hardware house of Robinson Bro's & Co. To all his enterprises he brought conspicuous intelligence and energy. He was the founder of The Louisville Woolen Mills, of which he is yet president, and aided materially in establishing The Louisville Cotton Mills. He has been a director in The Louisville & Nashville Railroad, The Elizabethtown & Paducah Railroad, The Louisville Bridge Co., and The Falls City Bank. In The Union Cement & Lime Co., of which he is president, capital, \$450,000, he has a large investment, and operates three factories—The Black Diamond Mills, at Black Diamond Switch, Ind.; The Falls City, at Sellersburg, Ind.; and The River Mills, in Louisville. Mr. Robinson is a philanthropic man, and has distributed nearly half of his estate to his family within the last few years. A part of his wealth comes from real estate investments.

JOHN JAMES ROE, St. Louis, Mo., packer, born near Buffalo, N. Y., April 18, 1809, died, Feb. 14, 1870. He was a son of Isaac Roe, who had caught the Western excitement in his early days and removed with his family to Rising Sun, Ind. Young Roe attended the village school and aided his father in operating a ferry, thus entering business life in the capacity of an Ohio river steamboat hand. He quickly rose, however, to be master of the boat. In 1840, he settled in St. Louis and engaged in a commission pork packing and steamboating business, in which he was successful. As his wealth increased, he invested in banks, insurance companies and railroads and was president and director of many corporations. His energy, capability and persistence brought him a fortune. One daughter survived him.

WASHINGTON AUGUSTUS ROEBLING, engineer, Trenton, N. J., born in Sax-onburg, Pa., May 26, 1837, son of John A. Roebling, builder of the Niagara, Cincinnati and other suspension bridges, graduated from the Polytechnic Institute in Troy, N. Y., in 1857, and joined his father in the construction of the Pittsburgh suspension bridge. In 1861, he enlisted as a private in the 6th N. Y. Art., serving through the War. In 1862, while serving as staff officer to General McDowell, a suspension bridge was thrown across the Rappahannock under his direction. Later, on the staff of Gen. John Pope, Mr. Roebling saw much dangerous duty, at South Mountain and Antietam and in the campaign which ended in the second battle of Bull Run. A suspension bridge was built over the Potomac at Harper's Ferry by him and many balloon ascensions were made for reconnoitering purposes, and it was during one of these, that Mr. Roebling became the first to discover General Lee's army in motion for the march into Pennsylvania. Subsequently, he was attached to the 2d and then to the 5th Corps and rose to the rank of brevet Colonel. Resigning in 1865, Mr. Roebling took almost entire charge of building the suspension bridge in Cincinnati.

Then came the Brooklyn Bridge project, greatest work of all, undertaken first by his father. When this gigantic structure was planned, Mr. Roebling went to Europe and spent a year in the study of the art of laying foundations under water in caissons. The Krupp works at Essen and similar establishments in England were also visited.

The death of John A. Roebling, July 22, 1869, placed upon Washington A. Roebling the responsibility of building the Brooklyn bridge. Taking a house in Brooklyn, he devoted himself to his task with great fidelity, spending more hours of the day and night in the submerged caissons than any other man; but, in 1872, in consequence of these labors, he was stricken with caisson fever. Inspired by invincible will, however, the sick man directed work upon the bridge from his home. The manner of taking material out of the caissons, the lighting of the caissons, the apparatus for lifting heavy stones to the tops of the towers, and the famous little foot bridge between the tops of the two towers, were the inventions of Washington A. Roebling. In 1873, illness compelled Mr. Roebling to spend six months in Wiesbaden, but his indisposition seemed to be beyond the reach of the physician. Upon his return, he occupied an easy chair in the oriel window at the top of a house in Brooklyn, whence he could command a view of the bridge and continued to direct the work until the completion of the structure in 1883. In these later years, Mr. Roebling has entirely recovered his health.

The works in Trenton, N. J., for the manufacture of iron and steel wire and wire rope, are now of large magnitude, and are operated by The John A. Roebling's Sons Co. While the capital stock is only \$250,000, the plant is probably worth several millions. In busy years, over 4,000 men are employed. Colonel Roebling is vice president of the company. He has written many important brochures upon scientific subjects and a work on "Military Suspension Bridges." Colonel Roebling was married, in 1865, to Emily Warren, and has one son, John A. Roebling, civil engineer.

Charles G. and Frederick W. Roebling, sons of John A. Roebling, are associated with Washington in the management of the wire works at Trenton.

FRANCIS HINSDALE ROOT, manufacturer, a son of Josiah W. Root, for many years a resident of Pittsfield, Mass., born in New Berlin, N. Y., May 30, 1815, died at his home in Buffalo, N. Y., Sept. 6, 1892. He was educated in the academy of Springville, N. Y., and in 1835 entered business pursuits as a book keeper for Isaac Skinner, manufacturer of plows and castings in Buffalo. Mr. Skinner's shops were burned in 1836 and business was resumed by Franklin Day, Mr. Root and Sherman S. Jewett, as Day, Root & Co. Mr. Skinner, succeeded Mr. Day in the firm soon afterward and the name was changed to Skinner, Root & Co. The new firm built a small foundry in Buffalo and conducted it until 1843, when Mr. Jewett and Mr. Root retired and engaged in the manufacture of stoves and cooking ranges in the new firm of Jewett & Root. They were unusually successful, and after a prosperous career of thirty-five years, Mr. Root sold his interest to his partner. Then, with his son in law, Robert Keating, in the firm of Root & Keating, he succeeded Jewett & Keating in the manufacture of hemlock sole leather at large tanneries at Port Allegheny, Pa., and Olean, N. Y. This partnership continued until Mr. Root's death. The business has since been sold to The United States Leather Co. Mr. Root was closely devoted to business all his life and gained a fortune by untiring labor. The survivors of his family were his wife, Mrs. Delia M. Root, and his daughters, Maria S., wife of Hugh T. Birch, and Ella A., wife of Bishop Hurst, and a son, Robert K. Root. His public bequests were \$15,000 each to The Buffalo Orphan Asylum, The Home for the Friendless and The Homœopathic Hospital, \$5,000 to The Buffalo General Hospital, \$50,000 to Syracuse University, \$20,000 in trust to Delaware Avenue M. E. church, and a dwelling to the M. E. Union.

COL. LOGAN H. ROOTS, banker and capitalist, Little Rock, Ark., was born, March 26, 1841, upon his father's farm in Perry county, Illinois. His ancestors came to this country from England in the year 1634. His great grandfather, who lived during the War of the Revolution, was a Congregational minister and a graduate of Yale college, while his grandfather was a graduate of Dartmouth college and a minister of the Baptist church. B. G. Roots, father of the subject of this memoir, was a civil engineer by profession, and afterward became interested in educational work and served for many years as president of the Illinois State Board of Education.

Colonel Roots graduated as valedictorian from the Illinois Normal university in 1862. After the close of school and before his return home, he entered the Union army, in the 81st Ill. Vols. On account of his business qualifications, he was made Quartermaster of the regiment, and served in the Commissary Department during the entire war. He was Chief Commissary of Subsistence to General Sherman's Army on the famous march from Atlanta to the sea, and through rapid promotion rose to the rank of Colonel.

The close of the War found him in Arkansas. Believing that a great future lay before the undeveloped State, he made Arkansas his home, and until the day of his death was an earnest friend of all public improvements and of all plans for bringing the wonderful resources of the State of his adoption before the world, and his activity in this direction made him the foremost business man in the State. Colonel Roots was elected a Republican representative from Arkansas to the 40th and 41st United States Congress, where he did good service for the State in securing liberal land grants for railroads in Arkansas. One of the bills introduced by him was for the creation of The Texas Pacific Railway. He was among the first large stockholders and first vice president of what is now known as The St. Louis, Iron Mountain & Southern Railway, and was a director of that road at the time of his death.

In 1871, Colonel Roots married Emily M. Blakeslee, whose father, Lyman Curtis Blakeslee, was connected with one of the largest oil companies of Western Pennsylvania, and whose mother, Maria C. Angell, was descended from the family of Col. Israel Angell, of Rhode Island, of Revolution fame. Three daughters, Frances, Miriam, and Lois survived their father.

At the close of the War, Colonel Roots bought large plantations and operated them successfully, until 1872, when he became president of The Merchants' National Bank, afterward changed to The First National Bank. Under his wise and conservative management, this institution became one of the most prosperous and widely known banks of the States bordering the Mississippi river. The Bell telephone service was introduced into Arkansas and Texas by Colonel Roots, who made a large amount of money in the enterprise. He was also one of the principal stockholders of The Small Hopes Mine of Leadville, one of the most profitable silver properties of that region, treasurer and director of The Eureka Springs Railway, director of The Little Rock & Fort Smith and The St. Louis, Iron Mountain & Southern Railways, president of The Arkansas Loan & Trust Co. and The Occidental Land Co., and prominently connected with many other financial interests not only in Arkansas, but in Kansas, Georgia, Tennessee, California and Washington.

Colonel Roots was a genial, social man, with strong affection for his family and friends, with no malice, no uncharitableness, and with a kind word and smile for every

Thus prosperously launched upon a career in an established business, Mr. Russell made good use of the talents entrusted to him and increased them more than ten fold. In 1839, he joined with Mr. Erwin in founding The Russell & Erwin Manufacturing Co., with which their names were ever afterward identified. The beginning was small, but the works were conducted with remarkable energy and ability, and in recent years the business has been considered one of the most profitable in the State. Mr. Russell amassed a larger amount of capital than he could employ to advantage in his own business, and he became prominently connected with other industries in New Britain, Meriden, Bridgeport and Hartford. He lived in New York city much of the time.

MATTHEW RYAN, financier, born, Aug. 30, 1819, in County Kilkenny, Ireland, died in Leavenworth, Kan., June 20, 1893. While Mr. Ryan certainly learned to read, write and add in youth, his education came mainly from observation. In boyhood, he emigrated to America, and in Baltimore, Md., worked for a mere pittance until nineteen years of age, and then went to Cincinnati, O., and as a butcher boy, worked for one man for four years, his wages being so low that, at the end of four years, he had saved up, by the strictest economy, only \$50. The first trades he ever made on his own account were in the way of buying and selling stock, mostly cattle. Few men excelled him as a judge of cattle and a new market soon bore the sign which indicated that Matthew Ryan had gone into business for himself. So thrifty was the young man, that he soon had money to lend, and in a few years had accumulated a competency. In 1856, in order to extend his operations, he settled in Leavenworth, Kan., and there applied himself closely to business, engaging in diverse occupations. Large cattle and provisions contracts with the government were filed and a packing house was established. But Mr. Ryan loved the broad prairies, and ere long his neighbors knew him as the owner not of a single ranch, but of several, in Kansas, Texas and Montana, the one in Montana being at Big Bend on the Mussell Shell river, near Miles City. He was perfectly wide awake and seldom made mistakes. Among his corporations were The First National Bank of Leavenworth, of which he was a director, and the Leavenworth coal mine, in which he held a large interest. His last work was to build the largest and finest business house in Leavenworth, the Ryan Building. Miss Mary Beresford, his wife, whom he married in Ohio in 1844, was always a valuable helpmate to her husband. There are six children living, all partaking of the go-ahead spirit of the father: Matthew, jr., Jepp, Thomas S. and Ethan Ryan, Mrs. Dennis Sheeley and Mrs. T. J. Loftus. Matthew Ryan was a Roman Catholic and an honest man. He despised a hypocrite, and no lie ever passed his lips. All worthy charities received aid from him and often in the quaintest ways imaginable.

WASHINGTON M. RYER, M.D., was born in New York city, July 4, 1821, and died at the Palace Hotel in San Francisco, Cal., June 4, 1892. The pioneer of his family emigrated to this country during the reign of Queen Anne and settled at West Farms, near New York city. Many of that name are to be found in France. Andrew du Ryer, Minister to Egypt from France, translated the Koran into French. Frederick Ryer, of this family, was a merchant of New York city, and married a Miss Smith, of Poughkeepsie, by whom he had four sons, William, George, Washington M. and Frederick, and two daughters, Sarah and Mary. Washington spent his boyhood in and around New York city, but left home at an early age for the West. At the age of seventeen, he entered Kemper medical college in St. Louis, remained three years, and



Martin Benson

was received by New York and landed in 1841. He began practice in London, N. Y., during the war with Mexico; the general public interest in regular army and volunteer surgeons, and was with Gen. Winfield Scott in his campaigns in Mexico, and when the American troops left the country was sent to Japan to Mexico. He visited the various general hospitals, and afterward brought all the sick and wounded to the United States. He joined the Jefferson Barracks, St. Louis, for a time, he was assigned to duty on the staff of General Reiley's staff, 2d Inf., from New York, and then was transferred to California, reaching the coast in 1846. He stayed with General Stockton and Fremont, and, when the war was over, resigned his commission at Monterey, Dec. 1, 1846. He was then appointed, at the solicitation of the President of Nicaragua, Surgeon in Chief of the State, and so remained until the government fell.

The death of the father of the family called him to New York in the Winter of 1847, and in May, 1851, he returned to California and began practice in Stockton, where he remained ten years. The receipts from a very lucrative practice were invested largely in real estate in Stockton and in the heart of San Francisco and in other places. His skill and industry in surgery were remarkable.

Dr. Ryer having made an unfavorable report on a Doctor Langdon, who was a candidate for the office of superintendent of the Stockton Insane Asylum, Dr. Ryer was personally challenged by Dr. Langdon, and a duel took place on Rough and Ready Island, where they were both doctors. Dr. Langdon was wounded in the back. In 1856, Dr. Ryer married a wife and soon thereafter gave up practice for several years of foreign travel. France, Italy, Egypt, and the Holy Land were all prominent places, and in 1861, Dr. Ryer made a study of the methods of reclamation of land, with the result that upon coming to California, he paid much attention to the reclaiming of idle lands on the Sacramento river. He spent a busy life developing and improving his various enterprises, and left a large estate at his death.

MARTIN RYERSON. *Merchant,* one of the best known men of the Northwest, born in Boston, N. J., Jan. 4, 1803, the son of Thomas and Jane (Morton) Ryerson. Died in Boston, Mass., Sept. 6, 1887. He was descended from Martin Ryerson, who came to America from Amsterdam, Holland, in 1623, and settled first in Long Island, moved to New York and later in Bergen county, N. J. With only the limited education which a farmer's boy, compelled to work in the fields, could procure in the schools of that day, the subject of this memoir, stalwart, adventuresome and ambitious, left home at the age of sixteen and made his way to the lakes and woods of Detroit, where he found employment with an Indian trader of Grand Rapids, Mich. In the service of his patron, he made many trading trips among the Indians.

At last, the journey led him to Muskegon, Mich., and there afterward began his life with the Indians on his own account. He bought their furs and supplied them with such goods as they required, meanwhile learning the language of the Chippewa and Ottawa Indians and others. His attention and devotion were soon called out by the Indians of mutual regard and benefit. In 1839, Mr. Ryerson engaged with a merchant and lumberman of Muskegon, continuing with him for two years. Being impressed with the timber wealth of the country and its prospective profits, he purchased the employer's interest in the saw mill and engaged in the manufacture of lumber, at first upon a small scale. The rise of Western towns supplied him with an extensive market, and he gradually increased his facilities until the business eventually



Martin Thompson

then returned to New York and finished in 1846. He began practice in Rondout, N. Y. During the war with Mexico the young man entered the regular army as Assistant Surgeon, and was with Gen. Winfield Scott in his campaigns in Mexico. Just before the American troops left, Dr. Ryer was sent to Jalapa as Medical Director of the three general hospitals, and afterward brought all the sick and wounded to New Orleans. Ordered to Jefferson Barracks, St. Louis, for a time, he was assigned to duty soon afterward on General Reiley's staff, 2d Inf., from New York, and they were forwarded to California, reaching the coast in 1849. Dr. Ryer served with Generals Steele and Lyon, and, when the war was over, resigned his commission at Monterey, Dec. 11, 1849. He was then appointed, at the solicitation of the President of Nicaragua, Surgeon in Chief of the State, and so remained until the government fell.

The death of the father of the family called him to New York in the Winter of 1850-51, but, in May, 1851, he returned to California and began practice in Stockton, where he remained ten years. The receipts from a very lucrative practice were invested largely in real estate in Stockton and in the heart of San Francisco and in farm lands. His skill and coolness in surgery were remarkable.

In 1857, having made an unfavorable report on a Doctor Langdon, who was a candidate for the office of Superintendent of the Stockton Insane Asylum, Dr. Ryer was promptly challenged by Dr. Langdon, and a duel took place on Rough and Ready Island, about ten miles below Stockton. Dr. Langdon was wounded in the knee. In 1860, Dr. Ryer married a wife and soon thereafter gave up practice for several years of foreign travel. France, Italy, Egypt, and the Holy Land were all pleasantly visited, but in Holland, Dr. Ryer made a study of the methods of reclamation of land, with the result that after return to California, he paid much attention to the reclaiming of tule lands on the Sacramento river. He spent a busy life developing and improving his various properties, and left a large estate at his death.

MARTIN RYERSON, merchant, one of the best known men of the Northwest, born in Paterson, N. J., Jan. 6, 1818, the son of Tunis and Jane Ryerson, farmers, died in Boston, Mass., Sept. 6, 1887. He was descended from Martin Ryerson, who came to America from Amsterdam, Holland, in 1646, and settled first on Long Island, afterward in New York and later in Bergen county, N. J. With only the limited education which a farmer's boy, compelled to work in the fields, could procure in the schools of that day, the subject of this memoir, stalwart, adventuresome and ambitious, left home alone at the age of sixteen and made his way by the lakes and canals to Detroit, where he found employment with an Indian trader of Grand Rapids, Mich. In the service of this man, he made many trading trips among the Indians.

In 1836, Mr. Ryerson removed to Muskegon, Mich., and shortly afterward began to trade with the Indians on his own account. He bought their furs and supplied them with such goods as they required, meanwhile learning the language of the Chippewa and Ottawa Indians in this pursuit. His intercourse and dealings with these tribes was productive of mutual regard and benefit. In 1839, Mr. Ryerson engaged with a merchant and lumberman of Muskegon, continuing with him for two years. Being impressed with the timber wealth of the country and its prospective profit, he bargained for his employer's interest in the saw mill and engaged in the manufacture of lumber—at first upon a small scale. The rise of Western towns supplied him with an excellent market, and he gradually increased his facilities until the business eventually

grew to be one of the largest of the kind in the West. In this, with various changes of partners, he retained an interest until his death. In 1851, a lumber yard was established in Chicago by Mr. Ryerson. Chicago was then growing rapidly in population and the sale of lumber increased until, in 1865, it had reached very large proportions and brought to him large wealth. His chief characteristics as a business man were untiring energy and honesty of purpose. Throughout all his social and business life, his integrity was never questioned. Mr. Ryerson invested much of his means in real estate in Chicago—in whose future greatness he was a firm believer—and in many manufacturing and financial corporations.

In 1855, he married Mary A., daughter of Antoine Campau of Grand Rapids. Mr. Ryerson was the benefactor of many benevolent and public institutions and during his life contributed constantly and liberally to charitable objects. He erected in Lincoln park, Chicago, a bronze group of statuary in memory of the Ottawa nation, for whom in his early life he had acquired a profound admiration. Later in life, he was an extensive traveller both in his own country and abroad, and his naturally quick and retentive mind acquired a degree of culture, not often attained by those who begin life so humbly and amid the trials and surroundings which characterized life in early days in the then sparsely settled West. At his death, he bequeathed his estate to his son, Martin A. Ryerson, and expressed the wish that the income from a certain block of buildings might be forever set apart for the benefit of eight charitable institutions, equally divided between the Protestant and Roman Catholic faiths, in Chicago. His son has complied with this desire.

MARTIN ANTOINE RYERSON, son of the foregoing, was born in Grand Rapids, Mich., Oct. 26, 1856. From 1866 to 1875, he studied in Europe, and, in 1878, graduated from the Harvard law school. In 1881, he engaged in the business established by his father and continued therein until 1892. Since then, he has devoted his attention to travel and to various benevolent and educational organizations, notably the University of Chicago, for which he erected the Ryerson Physical Laboratory in memory of his father. He is president of the board of trustees of this university. He has also taken an active interest in the Art Institute and the Field Columbian Museum, being a trustee of the former and vice president of the latter. In 1881, he was married to Carrie Hutchinson, daughter of Charles Hutchinson of Chicago.



S.

HENRY W. SAGE, financier, Ithaca, N. Y., born, Jan. 31, 1814, in Middletown, Conn., son of Charles Sage, who was wrecked on the Florida coast in 1838 and killed by Indians, and descendant of David Sage, a pioneer of 1652, moved in 1827 to Ithaca. Study of medicine impaired his health, and he went into the store of Williams & Bro's, his uncles, finally succeeding them in a profitable business. About 1854, Mr. Sage built a saw mill at Lake Simcoe in Canada, and later became a lumber operator in West Bay City, Mich., and one of the largest owners of pine lands in that State, and, as such, amassed a large fortune. During 1857-80, Mr. Sage lived in Brooklyn, N. Y., but since 1880, has made his home in Ithaca. Mr. Sage has given more than \$1,250,000 to Cornell university; and Sage college for women, a chapel, a library and other buildings there are monuments to his liberality. In 1847, Mr. Sage was, as a Republican, elected to the New York Legislature, and in 1892, was a candidate for Elector.

STEPHEN SALISBURY, banker, born in Worcester, Mass., March 8, 1798, died in the same city, Aug. 24, 1884. Stephen Salisbury, his father, came to Worcester from Boston in 1767, married Elizabeth Tuckerman, and after a prosperous career died, in 1829, at the age of eighty-three. Stephen, the son, graduated from Harvard college in 1817, a classmate of George Bancroft, studied law and was admitted to the bar, but never practiced law, devoting his life to investments, travel, study and benevolent work. He was president of The Worcester Bank after 1845, and for over twenty-five years president of The Worcester County Institution for Savings, and at his death had been president of The American Antiquarian Society for thirty years and of The Worcester Free Institute of Industrial Science for twenty-eight years. He was also a director, and once president, of The Worcester & Nashua Railroad. Politics did not especially attract him, but he sat in the State Assembly in 1839-40, and the State Senate in 1847-48, and served as a Presidential Elector several times. Worcester county had no citizen of larger fortune than he. Liberal bequests were made to public institutions. Stephen Salisbury, jr., an only child, is now president of the two banks.

EDWARD JACKSON SANFORD, financier, Knoxville, Tenn., was born, Nov. 23, 1831, in Redding, Conn., son of John W. and Altha Fanton Sanford. Thomas Sanford, his English ancestor, came to this country with the John Winthrop colony in 1631 and moved to Fairfield county in 1637. Six generations of the family lie buried there, the subject of this sketch being in the seventh generation. Col. Sanford went to the district school and academy and worked on the farm until nineteen years old, when he left home without capital and soon became engaged in mechanical work. In December, 1853, he removed to Knoxville, Tenn., and built the first railroad shops in that city. In 1860, he married Emma Chavannes, the daughter of a Swiss clergyman, and has had six children, Edward Terry, Emma, Alfred Fanton, Mary, Hugh Wheeler, and Louise. In 1856, Col. Sanford embarked in the lumber business, which he carried on successfully until the Confederate authorities ordered his arrest in 1862. His wife aided him to escape and, at the head of one hundred and fifty loyal East Tennesseans, he reached the Federal lines in Kentucky in safety. Sickness then intervened, but in 1863, Col. Sanford joined Burnside's army and helped capture East

Tennessee, participating in the defence of Knoxville in the bloody battle of Fort Saunders. Returning to Knoxville after the peace, Col. Sanford started a drug business under the firm name of E. J. Sanford & Co., which in 1872 was changed to Sanford, Chamberlain & Albers, and is to-day one of the largest and most successful wholesale drug houses in the South. In 1870, he was made a director in The Knoxville & Ohio Railroad and is now president, and was for some time president of The Tennessee & Ohio Railroad and a director of the East Tennessee, Virginia & Georgia Railway. He was also president of The Mechanics' National Bank, until other cares compelled him to resign, but is now vice president of The East Tennessee National Bank. The Knoxville Woolen Mills, the largest jeans mills in the world, are managed by him as president; and he is also president of The Lenoir City Co. and The Coal Creek Mining & Manufacturing Co. In January, 1895, the Republicans of the State, unsolicited, nominated Col. Sanford for the United States Senate, and although not elected, he secured the unanimous party vote. Col. Sanford was for five years chairman of the city Board of Education, and has been for many years trustee of the University of Tennessee and the East Tennessee Female Institute. He is a member of the Manhattan and New York clubs of New York and of the Chilhowee and Cumberland clubs of Knoxville.

STEPHEN SANFORD, one of the leading manufacturers of the Mohawk valley and the founder of an industry, which is the principal source of the prosperity of the city of Amsterdam, N. Y., was born, May 26, 1826, in the town of Mayfield, then a part of the county of Montgomery, N. Y. His ancestors had lived for several generations in Connecticut, filling many positions of honor and trust, and had derived their descent from Thomas Sanford, who came to America from England in 1631 and was appointed High Sheriff by the Crown. The lineage of Thomas Sanford are now scattered through numerous States and many of them are men of mark and influence.

John Sanford, father of Stephen, removed from Connecticut to the Mohawk valley in 1820, and two years later was married to Mary Slack. He was a man of education, good energy and marked character, and began his career as a school teacher, becoming then successively a merchant, contractor and manufacturer. He represented his district in the State Senate and was elected a Member of Congress when the first Harrison was made president.

Stephen Sanford, after the customary period in the district school, was placed in the academy at Amsterdam, and subsequently attended for two and a half years Georgetown college, in the District of Columbia, finally entering the military school at West Point. After availing himself of the systematic study and rigid discipline of that famous institution, Mr. Sanford felt that it was obligatory upon him to return home and share with his father the cares of business. Accordingly, in 1844, he entered his father's mill at Amsterdam, took up the practical work from the beginning, and, when he was made a partner a few years later, had thoroughly mastered every detail of the business of carpet manufacturing, from the raw material to the finished product. At the time of the retirement of John Sanford from business, Stephen purchased his interest, which, however, then consisted of little else than the ruins of the recently burned mills. But enough had been done and learned, previous to that event, to convince Stephen Sanford that he could build up a large and profitable industry. A mill was erected on the burned site and business was resumed, at first in a small way but with marked and growing success from the start. Without following



Stephen Sanford

in detail the gradual but steady growth of this now great industry, it will suffice to note that every building in the now enormous plant, in which more than 2,000 operatives are employed, has been erected and furnished with machinery by Stephen Sanford and under his personal supervision. He is a remarkably accurate judge of human nature, seldom mistaking the character or motives of men, and so has been able to surround himself with employes of all grades, who feel a personal interest in the advancement of his projects and cordial respect and admiration for him as a man.

In politics, Mr. Sanford is a Republican and has been unswerving in his allegiance to his organization. In 1868, he was elected to Congress from the same district which had been represented by his father before him, and was afterward represented by his son, three successive generations of the Sanford family having been elected by the people of the district of which Montgomery county forms a part, to represent them in the Congress of the country. In 1872, Mr. Sanford was elected by the State as a member of the Electoral College, in which the vote of New York was given to Ulysses S. Grant, and in 1876 attended the Republican National Convention as a delegate.

In all important local undertakings, Mr. Sanford is appealed to on account of his sound judgment, wise counsel and material aid, all of which are freely given. The Amsterdam Reservoir Co., by which a thousand acres have been flooded with the waters of the Chuctanunda creek, supplying an immense water power for his own and other manufactories, originated with him, and has been managed by him as president. He also founded and became president of The Amsterdam City National Bank, and has been president of the Amsterdam academy, The Chuctanunda Gaslight Co., The Green Hill Cemetery Association, The Montgomery County Agricultural Society, and of other enterprises. Prompt and outspoken by whomsoever addressed, quick to arrive at conclusions and fearless in their support, he is in close touch with the people and a most entertaining companion among those who enjoy his friendship.

Mr. Sanford was married, Dec. 12, 1849, to Sarah Jane Cochran, and they have had five sons. The oldest, John Sanford, recently a member of Congress, as above mentioned, is associated with his father in business.

The foregoing brief statement of biographical facts leaves much to be said about the man himself. In his youth, although slender in figure, he is said to have possessed unusual strength and agility; and the elasticity and grace of movement which he yet preserves, demonstrate the existence of a fine physical organization as the basis of all his achievements. In mental qualities, he is direct and practical. His methods have been those of a keen observer and student of wide experience, combined with extended reading and acute analysis. Travel has given broadened views. His memory is remarkable, retaining an almost inexhaustible store of transactions and information, and enabling him to reproduce the details of remote events with surprising accuracy and ease. When occasion demands, Mr. Sanford is capable of intense concentration; and when some important project is to be wrought out, he brings the matter to a heat, like that of the chemist's blow-pipe, so as to shape it perfectly to the controlling conditions. The most striking feature of his personality is executive ability. Mr. Sanford's knowledge and control of men, his mastery of things and grasp of all the means by which great enterprises are accomplished, make him one of the extraordinary men of his time. Combined with distinct power of organization are an imperious will, unflinching courage and great industry.



Joseph Sawyer.

Dr. Schacht's glowing language is evidence in itself of the honor of a gentleman. In applying the principles of justice which he has applied to the international situation, Dr. Schacht has shown that personal liberty is one of the truths of life. The principles of justice which he has applied to the international situation are the principles of justice which have made him a leader of the world. The principles of justice which he has applied to the international situation are the principles of justice which have made him a leader of the world.

Like all good men, he was a lifetime representative of his times. The period in which he lived had been one of rapid intellectual and material development. He was growing every moment, with nothing but time to command, all the forces of a strong nation, and having every resource afforded by the literature which that people had upon the time without limit. He was, also, gifted with his fellow men, and the result was that he was a man of great power, and a man of great influence. He was a man of great power, and a man of great influence. He was a man of great power, and a man of great influence.

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child, received his early education at Marshall S. Rice's school and at the old Eliot school in Boston. In 1837, at the age of 17, he entered the retail dry goods store of the late Joshua Stetson, one of the esteemed merchants of his day in Boston, who carried on business from the headquarters of the dry goods trade of the city. In those days it was the rule, and Mr. Sawyer with the other clerks toiled for fifteen hours a day, beginning at 6 a. m.; and as the city bell rang the hour of 9 p. m., when the day's work was over, it fell to his lot to put up the outside shutters. The length of his day, however, was not so long as it seemed, for he was so appreciated for his merits, and so well did young Sawyer acquit himself, that Mr. Stetson gave him a position behind the counter, where he remained until 1844. The store was then abandoned, and with Mr. Stetson he helped organize the Stetson & Co., to carry on the woolen importing and jobbing business, and soon took a prominent position. The store was first established at the corner of North and Hanover streets, but was finally removed to Milk street at the old North Alley, now Devonshire street. Mr. Sawyer made himself so prominent in 1849, he became a partner. When Franklin street was opened, the firm, Wilkinson, Stetson & Co., became one of the first to locate in the new building at a corner at Arch street, where they continued for many years.



Joseph Sawyer

Mr. Sanford's guiding principle in morals has been the honor of a gentleman. Inheriting the best traditions of the old school, he has applied them to the circumstances of modern life with unbending integrity. Personal liberty is one of the traits most deeply rooted in his nature, and the results of mature experience have made him uncommonly liberal upon many of the great social and political questions of the day.

Like all great men, he is an excellent representative of his times. The period in which he has lived has been one of intense individualism and industrial development. He has given to every movement, with which he has been connected, all the force of a strong nature, and has in turn become subject to the limitations which they imply. But while he has worked for himself, he has also toiled for his fellow men, and the social conditions of a new century will be more just and happy because of the sound and sturdy work, which he and others like him have done and will yet do.

JOSEPH SAWYER, merchant and financier, Boston, Mass., a native of that city, represents the solid, conservative and upright element in the business community of the commercial center in which he lives. Born in Boston, Oct. 22, 1823, he belongs to an old New England family, and has inherited from a colonial ancestry, through excellent parentage, sterling traits of character, a sturdy frame and unusual capacity for performance. James Sawyer, the pioneer of the family, born in England about 1630, settled with the Massachusetts Bay colony between 1665 and 1669, first in Ipswich and afterward in Gloucester. William Newman Sawyer, father of the subject of this biography, was a son of James Sawyer, who served through the American Revolution. William Newman Sawyer followed the sea, then the inspiring and most important field of adventure for the men of New England, the American merchant marine being at that time a commanding factor in ocean commerce. At the age of twenty-one, he was the captain of a packet ship plying between Southern ports and the harbor of Liverpool, England, and in the latter city he met and married Ellen Whyte, returning with her to America. She became the mother of his eleven children.

Joseph, the oldest child, received his early education at Marshall S. Rice's school at Newton and afterward at the old Eliot school in Boston. In 1837, at the age of fourteen, he entered the retail dry goods store of the late Joshua Stetson, one of the most highly esteemed merchants of his day in Boston, who carried on business on Hanover street, then the headquarters of the dry goods trade of the city. In those days, long hours were the rule, and Mr. Sawyer with the other clerks toiled for fifteen hours a day, beginning at 6 a. m.; and as the city bell rang the hour of 9 p. m., when each day's work was over, it fell to his lot to put up the outside shutters. The length of the day forbade idle recreation but provided an ample opportunity for a progressive young man to show his merits, and so well did young Sawyer acquit himself, that Mr. Stetson soon gave him a position behind the counter, where he remained until 1844. Retail business was then abandoned, and with Mr. Stetson he helped organize the firm of Wilkinson, Stetson & Co., to carry on the woolen importing and jobbing business, in which the house soon took a prominent position. The store was first established at the corner of Friend and Hanover streets, but was finally removed to Milk street at the corner of Theatre Alley, now Devonshire street. Mr. Sawyer made himself so indispensable that, in 1849, he became a partner. When Franklin street was opened as a business thoroughfare, Wilkinson, Stetson & Co., became one of the first to locate there, and they occupied a corner at Arch street, where they continued for many years.

In 1862, Mr. Sawyer retired from Wilkinson, Stetson & Co. (that firm being dissolved so that Mr. Wilkinson could give up business) to form with the late E. R. Mudge, who had previously been the selling agent of the Washington and other mills, the house of E. R. Mudge, Sawyer & Co., for the sale of textile fabrics. This firm represented some of the largest cotton and woolen mills in New England, including the Washington, Saratoga, Victory, Chicopee and Burlington, for a period of twenty years. A large trade with the interior States was developed, amounting annually to many millions. In 1880, Joy, Lincoln & Motley took the cotton departments, Mr. Sawyer retaining an interest as a special partner, while another concern, Sawyer & Manning, in which Mr. Sawyer's oldest son, Joseph D. Sawyer, was a partner, succeeded to the woolen business. While, as a consequence of long activity, Mr. Sawyer had now risen to great and honorable prominence in the textile trade, he was also interested in manufacturing. In company with E. R. Mudge, his partner, to whom he was warmly attached, and with other gentlemen, Mr. Sawyer purchased the Burlington Woolen Mills of Winooski, Vt., the largest in the State, his old friend and partner, Mr. Stetson, being made treasurer of the same. In 1869, upon the death of Mr. Stetson, Mr. Sawyer succeeded him as treasurer, retaining the position until 1882, and then retiring to assume the presidency. Mr. Sawyer enjoyed a close and lifelong friendship with Mr. Stetson and upon his death was made trustee of the latter's large estate.

An incident of this period was the introduction into America of the manufacture of worsted goods for men's wear. This achievement must be credited to Mr. Sawyer and occurred while his old firm of E. R. Mudge, Sawyer & Co. were selling the product of the Washington Mills. The first piece of goods of this description was made in these mills under his direction. Worsted goods have since grown into great importance in the domestic woolen trade.

Mr. Sawyer's duties as treasurer and president of the Burlington Woolen Mills occupied most of his time between the date of the dissolution of his old firm and 1885, and during this period he was not in active mercantile life. In 1885, however, he assumed the position of senior partner of Sawyer, Manning & Co., and as such has since become widely known.

During an experience of more than half a century in the commission dry goods trade, Mr. Sawyer has witnessed great changes in the conduct of the business. At the time of his advent in affairs, the dry goods trade of the United States centered in Boston. New York had not aspired to leadership, and, so far as Chicago was concerned, the trade of that Western outpost was wholly supplied by travelling salesmen. Methods were also different from those which prevail to-day. In spite of the changes which the rapid development of the United States has made inevitable, Mr. Sawyer's energy, judgment, and a happy union in his nature of the progressiveness of the day and the conservatism of the old school places him in the front ranks of Boston merchants.

Of Mr. Sawyer's personal traits, it may be said that he is honorable, upright and sagacious, strong in his convictions and always making his convenience subordinate to the sense of duty. Many of our young men owe their success to his aid in both money and advice. In political affairs, Mr. Sawyer is a pronounced Republican, but has never cared to take a prominent part in political management. In the financial world, he is president of The Burlington Woolen Co., The Colchester Mills, The Winooski Worsted Co., The Peabody Mills, The Chicopee Manufacturing Co., and The Boston & Colo-

rado Smelting Co. He has been a director of The National Revere Bank for thirty years, and is a director of The Aged Men's Home, trustee of The Boston Evangelical Baptist Missionary Society and The Franklin Savings Bank, and trustee of several estates, including the John Simmons trust, and connected with various other charitable and benevolent institutions. Both he and his wife are prominent members of the Baptist denomination, and Mr. Sawyer has been a member and indefatigable worker in that church for fifty-seven years and a deacon for twenty-five years. He is also a member of the Boston Art club.

June 10, 1847, Mr. Sawyer was married in Boston, by the Rev. Baron Stow, D.D., to Ann Maria, daughter of the late William Dillaway of Boston, and has five children—Joseph Dillaway, Arthur Wilkinson, Mary, Walter Lawrence, and Isabel Sawyer.

PHILETUS SAWYER, lumberman, Oshkosh, Wis., a native of Whiting, Vt., Sept. 22, 1816, is the son of a farmer and blacksmith, and of the lineage of Thomas Sawyer, an English colonist of 1643 and one of the founders of Lancaster. The family having removed to Crown Point, N. Y., Philetus borrowed \$100 from a brother in 1833, bought his time from his father, and in saw milling and school teaching earned \$2,200. In 1847, he took his wife and two children to a farm in Fond du Lac county, Wis. The crops failed two years in succession, and in 1849, Mr. Sawyer took a contract to operate a saw mill at West Algoma, now Oshkosh. He rented the mill in 1850, bought a part interest in 1853, became sole proprietor in 1862, and in 1864, took his son Edward into partnership, under the style of P. Sawyer & Son. He has since bought large tracts of standing timber, and is in 1896 one of the most wealthy lumbermen of his State, being in P. Sawyer & Son, owner of a saw mill at Menominie, and an owner in The Marinette Lumber Co., The Sawyer-Goodman Co., The Sawyer & Austin Lumber Co., and other concerns, and a director of The Chicago, St. Paul, Minneapolis & Omaha Railroad. In 1841, Mr. Sawyer married Miss Melvina M. Hadley of Crown Point, N. Y. Mr. Sawyer has served his fellow citizens as a Republican, as Alderman of Oshkosh, Member of the Legislature and Mayor of Oshkosh, Member of Congress, 1866-76, and, during 1881-93, as United States Senator. A man of rugged abilities, upright, able and enterprising, he has gained a large fortune, from which generous sums have been given to religious objects and the local Y. M. C. A.—His son, **EDWARD PHILETUS SAWYER**, was born in Crown Point, N. Y., Dec. 4, 1842, and received his education at the high school in Oshkosh, Wis. He became a partner in P. Sawyer & Son, in 1864, and during his father's twenty-two years in Congress, bore the principal burden of the responsibilities of the business. He is now an owner in The Marinette Lumber Co., vice president of The Sawyer-Goodman Co., lumber merchants of Chicago, vice president of The National Bank of Oshkosh, director in The Fond du Lac National Bank, and a stockholder in The Royal Trust Co. of Chicago, The Sawyer Cattle Co., and other concerns. Oct. 18, 1864, at Oshkosh, he married Mary E. Jewell and has two children, Maria M., wife of C. C. Chase, and Philetus Horace Sawyer.

ALBERT LEPRELET SAYLES, manufacturer, Pascoag, R. I., born in Rhodessville, now Harrisville, R. I., Aug. 29, 1826, was, at fifteen, taken into a mill of his father, Hardin Sayles, being sent two years later to the woolen mill of his uncle, Daniel S. Whipple. In 1847, he returned to his father's firm of L. Copeland & Co., and next year took charge of the finishing department, becoming superintendent of

the mill in 1850. Woolen manufacturing being then in a somewhat crude state, Mr. Sayles thought he could see many chances of improvement if he had control, and accordingly, in 1857, he bought the interest of Pitt Sayles, his uncle, in the old Union mill in Pascoag, and then engaged in the manufacture of woolen goods on his own account in Hardin Sayles & Son. From this time on, he rapidly expanded his operations. Endowed by nature with physical vigor, sound judgment and driving enterprise, he managed the business with great success. Hardin Sayles died in 1861. Mr. Sayles is now either part or sole owner of several different mill concerns, among them Sayles & Jenks, woolen manufacturers at Warren, Mass.; A. L. Sayles & Son, manufacturers of cassimeres, and Fred. L. Sayles & Co., producers of yarns, of Pascoag, and he owns, besides, his own mills. He was one of the incorporators of The Providence & Springfield Railroad and is connected with several banks and insurance companies. Mr. Sayles was married in Providence, R. I., Dec. 1, 1852, to Fannie J., daughter of David Warner. Three of his four children are living, Ellen Maria, wife of William A. Jenks, Albert Hardin and Frederick Lincoln Sayles. Edgar Franklin Sayles is deceased. Mr. Sayles has steadfastly refused any public office, except that of one of the Commissioners to build the new Rhode Island State House. He was a delegate to the Republican National Convention in 1888.

FREDERIC CLARK SAYLES, manufacturer, Pawtucket, R. I., was born July 17, 1835, and is a brother of the late William F. Sayles. He became the partner of his brother in 1863, and was an active co-laborer with him in the development of the Moshassuck bleachery and nearly all the other milling enterprises controlled by the Sayles family. Conspicuous for his character and capacity for work, he is an important factor in the industrial progress of Rhode Island. His business connections are mainly with the sound and substantial firm of W. F. & F. C. Sayles, proprietors in whole or in part of The Glen Lyon Dye Works, The Moshassuck Bleachery, The Lorraine Manufacturing Co., and The Mathieson Alkali Works. He has served as Mayor of Pawtucket, in which city he lives.

WILLIAM FRANCIS SAYLES, manufacturer, born in Pawtucket, R. I., Sept. 21, 1824, died there, May 7, 1894. He was a lineal descendant of Roger Williams and son of Clark Sayles, master builder and merchant. From Phillips Academy, Andover, Mr. Sayles went into an office in Providence, R. I., as book keeper and rose to be financial manager. Later, he became widely known in connection with The Moshassuck Bleachery at Saylesville, now the largest establishment of its kind in the world. He purchased the site of the property in 1847, the water of the Moshassuck river having been ascertained to be valuable for bleaching purposes. The factory burned down seven years later, but was rebuilt upon a larger scale. In 1863, a brother, Frederic C. Sayles, was taken into partnership. In 1877, Mr. Sayles built The Moshassuck Valley Railroad and he was president of The Slater Cotton Co. of Pawtucket and The Crefeld Mills at Westerly, director of The Third National Bank of Providence, president of The Slater National Bank of Pawtucket and director of the Ponemah Mills, The Glen Lyon Dye Works, The Dunnell Manufacturing Co., bleachers, and other concerns, and of The Mathieson Alkali Co., Saltville, Va. He was twice a member of the General Assembly, twice a State Senator from Pawtucket, at one time Lieutenant Colonel in the Pawtucket Light Guards, and long a trustee of Brown university, donating to the latter institution, Sayles Memorial Hall, at a cost of \$125,000, in memory

of his son, William Clark Sayles. At Saylesville, he spent large sums upon churches, schools and halls. He was president of the Pawtucket Public Library. Oct. 30, 1849, Mr. Sayles married Mary Wilkinson, daughter of the Hon. Benjamin Fessenden of Valley Falls, R. I. Mrs. Sayles died Sept. 20, 1886, and of six children, three survive, Mary, wife of Roscoe S. Washburn, Martha F. and Frank A. Sayles. Mr. Sayles was a man of very strong and liberal character, a great traveller, fond of literature and art, devoted to religion, and superintendent of a Sunday school for thirty-four years.

TRAUGOTT SCHMIDT, merchant, Detroit, Mich., born in Gera, in the principality of Reuss, Germany, Jan. 9, 1830, is the son of a tanner. In the tanner's trade he began life, and in the same vocation made his start in America, after migration hither in 1849, in Baltimore and Philadelphia. In 1850, Mr. Schmidt moved to Detroit, and finally made a start as a merchant in Flint in 1852. His migrations ended with his return to Detroit, in 1853. There, an honest trade, now confined to pelts, fur and wool, has kept him busily and profitably employed ever since, his interests extending as far as the fatherland. Investments in real estate have proved remunerative, and the abundant means at his command are entirely the offspring of his own exertions. Shrewd, keen, a born trader, he adheres closely to business. His wife is Mary R. Beck of Detroit, and the number of their children, six.

GEORGE SCHNEIDER, Chicago, Ill., financier and the very capable president of The National Bank of Illinois, whose portrait will be found on the following page, is one of our fellow citizens of foreign birth who have made their mark in America, and, by fine personal character and undoubted abilities, bestowed credit on both their native and adopted countries. Born in Pirmasens, Rhenish Bavaria, Dec. 13, 1823, he had the good fortune to receive a sound education and become a journalist at the age of twenty-one. In the capacity of a writer, he took such an active part in inspiring the public mind with a desire for liberty, and identified himself so closely with the movement for greater freedom, that he was himself drawn into revolutionary movements and forced to seek refuge in America. He came to this country in July, 1849, resolved to remain.

Continuing for a while in the profession which he had pursued in Europe, the only one he knew, he established the *Neue Zeit* newspaper in St. Louis, and soon acquired a large influence among our fellow citizens of German descent. But the attractions of Chicago finally drew him to that city. There he became a popular and influential man in a short time, and, in 1861, was appointed by President Lincoln Collector of Internal Revenue. This office gave him not only a knowledge of finance but a wide acquaintance with business men, and led to his election to the presidency of The State Savings Institution. In 1871, he was elected president of The National Bank of Illinois, one of the most important financial institutions in the city, and this office he retains to the present day.

Mr. Schneider has always taken a lively interest in the larger politics of the times, and was a delegate to the Republican National Conventions of 1856 and 1860, and an Elector on the Garfield ticket in 1880. For a short time, he occupied the post of United States Minister to Switzerland, but soon gave up the honors and the by no means ample emoluments of office to return to his bank. He has been greatly prospered in his financial operations in Chicago, and, being a man of great intelligence, high character and energy, enjoys the unreserved esteem of all his associates. During the



Leo Schuncke

World's Columbian Exposition of 1893 he was one of the leading directors of the enterprise.

MALLORY DUNNING SCHOONMAKER, manufacturer, Waterford, N. Y., is a son of Peter Schoonmaker, and was born in Greenfield, N. Y., Aug. 16, 1828. Educated at the academies in Stillwater and Glens Falls, he hoped to go to college but failure of health prevented. He found employment therefore, at once, as a business man, and spent the next twenty years or so in diligent labor in mercantile pursuits and acquired the means to embark with Henry G. Ludlow and others, in 1865, in the manufacture of valves and fire hydrants in The Ludlow Valve Manufacturing Co. For many years, he took an active part in the industry, but, in 1892, Mr. Ludlow and he retired, after having created the largest factory of its class in the world. Honest, driving and able, Mr. Schoonmaker has gained an ample fortune.

FERDINAND SCHUMACHER, miller, Akron, O., of German descent, was born in Celle, Hanover, March 30, 1822, son of T. C. Schumacher, forwarding and commission merchant. Ferdinand was educated in the high school at Celle and, at the age of fifteen, was apprenticed with the wholesale grocer, Friedr. Balk of Harburg, opposite Hamburg. Returning homeward in 1842, he served as a clerk for two years in his father's house, and then had charge of the shipping department of a sugar refinery belonging to Egestorf & Hurtzig in Hanover. America drew him across the sea in 1850. Farming near Cleveland occupied him for a year, but he grew tired of the dull routine and limited opportunities of rural pursuits, being of an active nature, and, marrying his cousin Hermine Schumacher, opened with limited means in Akron, a small grocery store, which soon became a large one. In 1856, he became the pioneer manufacturer of oat meal in America, to which business the manufacture of flour and of a full line of cereal products was soon added. Mr. Schumacher has met with almost monotonous success as a merchant and manufacturer. He is now president of The American Cereal Co., The Schumacher Gym Co., The East Tennessee Land Co., and The Marseilles Land & Water Power Co., and vice president of The Akron Tool Co. and The Akron Reed & Rattan Co. Industrious, honest and intelligent, he has made his way successfully to an enviable position. His two sons, Louis and T. Adolph Schumacher, have now grown to manhood.

THEODORE LEOPOLD SCHURMEIER, merchant, St. Paul, Minn., was born in St. Louis, Mo., March 14, 1852, his parents having been natives of Germany. Caspar H. Schurmeier, the father, brought his family to America and became a prominent carriage manufacturer in St. Louis, but sold his interests there and removed to St. Paul in 1855, where he invested largely in real estate. Although St. Paul was then a very small town, he had full confidence in its future.

Theodore received his early education in the public schools and finished at the Baldwin university in Berea, O. James J. Hill, now the well known president of The Great Northern Railway, gave the young man employment for three years in a railroad office as a clerk and advanced him rapidly. Mr. Schurmeier then entered The First National Bank of St. Paul in order to become thoroughly acquainted with finances and the banking business. July 1, 1878, the firm of Lindekes, Warner & Schurmeier, importers and jobbers of dry goods, was organized in St. Paul, and the subject of this sketch resigned from the bank to enter the new partnership. There, he assumed full charge of finances and credits, and under his able management, the house rapidly

assumed a place in the front rank of the great business enterprises of the Northwest. The sound judgment, promptitude and efficiency of Mr. Schurmeier are generally recognized, even by rivals in business.

Mr. Schurmeier is now a director in The First National Bank of St. Paul and The St. Paul Trust Co., and is vice president of C. Gotzian & Co. of St. Paul, manufacturers and jobbers of boots and shoes, and president of The Schurmeier Land and Improvement Co. The real estate holdings of Mr. Schurmeier are large. Some of the property was inherited from his father and, having been bought before the city had grown to its present size and importance, has now acquired large and permanent value. The fortunes of the prominent real estate owners of St. Paul do not in the least rest upon speculative values, but are as securely founded as those of the Astors of New York city.

The early home influences brought to bear by zealous Christian parents have developed Mr. Schurmeier into a Christian gentleman and his benevolence is not of the kind which rests content with abstract sympathy with the sufferings of the unfortunate. On the contrary, it is active and has led him to a prominent share of the management of charitable institutions, to which he gives a great deal of valuable time as well as makes liberal contributions.

In November, 1882, Mr. Schurmeier married Miss Caroline E., daughter of the late Conrad Gotzian, and there are three children of their marriage—Conrad, Theodore and Hildegard.

LUCIEN SCOTT, financier, Leavenworth, Kan., born in Pike county, Ill., June 30, 1834, of Scottish and Puritan ancestry, son of Lyman Scott, died in New York city, April 6, 1893. Mr. Scott spent his boyhood on the Mississippi river with his father, a boat owner, and displayed unusual capacity even at that age. In 1852, he went to Cincinnati, and with a partner made a small fortune out of a patented corn crusher invented by his father, carrying on also an iron foundry business, under the name of Scott & Hedges. In 1856, foreseeing the hard times of 1857, he disposed of his interests in Cincinnati, converted his possessions into cash, and then removed to Leavenworth and at once engaged in banking, rising to the head of what became Scott, Kerr & Co's Bank, later known as Scott & Co., and when, in 1875, the concern reorganized as The First National Bank, Mr. Scott became its president until 1888, when he retired. In 1863, when it had been ascertained to a certainty that a vein of coal existed underneath the city, Mr. Scott, with nineteen other men, sank the North Leavenworth coal shaft and developed the mine into one of the richest properties of its class in the West, being president of the company which owned it, The Leavenworth Coal Co. He promoted the building of railroads in Kansas and the Kansas & Missouri bridge, owned large interests in local real estate, and owned a well stocked cattle ranch of 185,000 acres in Northern Texas, first conducted by The Lee-Scott Cattle Co., and later known as the "L. S. Ranch." Mr. Scott was a keen, quick, brainy man of spotless honor, tall, genial, patient, the hater of sham, and retiring in disposition. He could command greater credit in financial centers than any other man in Kansas, and was at his death the richest man in the State. He was survived by his wife, Julia Hoffman Whitman, whom he married in 1877, and by four sisters, Mrs. George M. Vanderworker, Mrs. Dr. T. J. Weed and Mrs. James L. Graybill of Rochester, N. Y., and Mrs. George M. Lee of Jefferson county, Kan.

COL. THOMAS ALEXANDER SCOTT, one of the most remarkable men ever produced by the State of Pennsylvania, was born in the village of Loudon, Franklin county, in that State, Dec. 28, 1823, and died at his country residence of "Woodburn," near Darby, Pa., May 21, 1881. At the time that the subject of this memoir was born, Pennsylvania was yet half a wilderness. Farming, the manufacture of lumber, freighting by wagon and the peaceful exchange of commodities by merchants were, outside of Philadelphia and Pittsburgh, the predominant interests of the State. A few iron mines were indeed being worked at that time, but the great line of railroads from the Delaware to the Ohio had not been begun and the immense flood of population, which poured into Pennsylvania when mineral coal had proved its excellencies as a fuel, and the later myriads of factories, forges and shops, had not yet made their advent. Thomas A. Scott came upon the stage during the days of small things. He grew up with his State, and as his powers matured, promoted the growth of the latter with the ardor and loyalty of an affectionate son and the strength and ability of a leader of his countrymen. Loudon, then a mere hamlet, about fifteen miles from the Maryland border and a few miles from a gap in the first range of mountains of the Appalachian system, lay upon a turnpike which led from Baltimore to Pittsburgh. Stages, horse-men and travellers on foot, as well as trains of Conestoga wagons freighted with merchandise, were continually passing through the hamlet. The father of Mr. Scott kept the village inn, and Thomas, while not at school, found plenty of work to do. The scenes and the daily occurrences of the village impressed themselves naturally upon his receptive mind, and interest in transportation enterprises was simply the outgrowth of his earliest associations.

He was at school until twelve years of age and, while yet a lad, went to work in a country store near Waynesboro in his native county, and later served as a clerk in other stores in the towns of Bridgeport and Mercersburg until 1841. Meanwhile, the State of Pennsylvania, beginning in 1826 and resting from its labors in 1831, had built a chain of railroads and canals from Philadelphia to Pittsburgh and was calling into the operation of these public works the best and most competent men in the State. At eighteen, an active, self reliant and capable young man, knowing far more about practical affairs and the interests of his State than the modern college graduate does at thirty, Mr. Scott attracted the attention of his brother in law, Major James Patton, then Collector of Tolls on the State railroad at Columbia, and, Aug. 1, 1841, he became clerk to Major Patton. The wiseacres of the neighborhood shook their heads: "Mr. Scott was too young a man for such a position," but it did not take long to dispel this unnecessary anxiety. His way of dispatching work and general efficiency and business ability silenced all criticisms, and in 1847 led to his promotion by A. Boyd Cummings to the position of chief clerk in the office of the Collector of Tolls on the State main line at Philadelphia. A part of the young man's earnings during this time went for the support of his mother. The era of coal and industrial enterprise had now dawned upon the State and was advancing with rapid strides. In the Philadelphia office, Mr. Scott quickly made a reputation by his prompt, driving, clear headed and masterly ways, and in 1851, Colonel Pattison, president of The Pennsylvania Railroad, secured the young man's services for that company and made him general agent of the Eastern Division, with his office at Duncansville, and placed him in charge of the business of the portage road in the Alleghanies. As rapidly as parts of the Western Division were



Thomas A. Scott

built, they were assigned to him, and when they were finished, he was made superintendent, with an office in Pittsburgh. In 1858, he became general superintendent of the entire line, headquarters at Altoona, and upon the death, in 1860, of William B. Foster, jr., vice president of the company. From the day of his first association with the work of the road, Mr. Scott had made the closest possible study of all the details of management, of the influence of local industries upon traffic and of all the conditions which bore upon the future prosperity of The Pennsylvania Railroad, especially the method of dealing with the through traffic between the great farming regions of the West and the Atlantic seaboard.

While engrossed in this work, the Civil War began. At first, the furious struggle of the North against the forces contending for a separation of the Union seemed to portend for Mr. Scott no greater labors than the proper handling of the local traffic growing out of the dispatch of troops and supplies. Governor Curtin did indeed call upon him promptly to provide for the transportation of troops within the State; but, when the mobs in Baltimore had practically barred the way to the city of Washington and shut off all communication with the North and East, Gen. Simon Cameron, then Secretary of War, sent a dispatch to Mr. Scott calling for "a man of great energy and decision, with experience as a railway officer," to restore the broken lines of communication immediately, and asking that he report at Washington the following morning. Mr. Scott undertook this public service himself; and it is a historic fact that before President Lincoln fairly realized that the work had been begun, Mr. Scott had opened a line *via* Annapolis and Union troops were arriving in Washington. In gratitude for this admirable achievement, President Lincoln appointed Mr. Scott, May 3, 1861, Colonel of the District of Columbia Volunteers, and, a few weeks later, gave him charge of all the Government railroad and telegraph lines, a responsibility which he gratified the authorities by accepting. In August, he was appointed Assistant Secretary of War, and as such travelled, during the Fall and Winter of 1861-62, over 10,000 miles, visiting the armies in the field and perfecting the systems of railroad transportation. The speed with which Colonel Scott would lay the rails of a line, needed somewhere in the field, and repair a line which had been destroyed during some smart dash by the enemy, was truly marvellous. The educated engineers of the army did no better than this energetic civilian, who had left school at twelve years of age. In June, 1862, Colonel Scott resigned from the War Department and went back to The Pennsylvania Railroad, but forsook his vice presidency again in September, 1863, in response to his country's call; and, as Colonel and Assistant Quartermaster on the staff of General Hooker, while exemplifying his masterly ability in many ways, he met with especial success in forwarding large bodies of troops quickly and secretly. After the disastrous battle of Chickamauga, he went to Louisville to facilitate the removal of the Eleventh and Twelfth Army Corps by way of Nashville, to the relief of Rosencrans at Chattanooga; and the country rejoiced when news came over the wires that Rosencrans was reinforced and safe. To do this, Colonel Scott was obliged to transport 50,000 men over lines which had partially been destroyed by the enemy and had to be renewed or rebuilt. One incident illustrates his energy and decision. At the time of the battle of Antietam, the Union Volunteers ran short of ammunition. Colonel Scott took personal charge of a train of cars loaded with powder and rushed it to the front with such speed that, to the terror of the trainmen, the axle boxes began to heat and smoke. Colonel Scott refused to

allow the train to stop, even to lubricate the axles. Perhaps a nation's destiny awaited the issue of that day's battle. To the amazement of the troops, the train rolled into town in time, safe, but with flames shooting from the boxes of almost every wheel.

While often consulted during the War, Colonel Scott was able to return to his railroad before the return of peace, and to the management of the rapidly growing interests of the corporation, he devoted his remarkable energies. He aided in development of the traffic of the main line between Philadelphia and Pittsburgh and the establishment of important Western connections. In 1871, all of the company's owned and controlled lines west of Pittsburgh and connecting with Chicago and St. Louis were consolidated under the name of The Pennsylvania Co. and Colonel Scott was chosen president of the new corporation. In June, 1874, upon the death of J. Edgar Thomson, president of The Pennsylvania Railroad, he received a unanimous election to fill the vacancy. During all this time, he had taken an active interest in the promotion of other railroad schemes. The Texas Pacific originated with him in 1872, and he became its president. During the year beginning in March, 1871, he was president of The Union Pacific Railroad, and in August, 1873, took the presidency of The Atlantic & Pacific. For a number of years, Colonel Scott held control of The Southern Railway Security Co. and he was long a director of The Kansas Pacific, The Denver & Rio Grande and other railroads. By the rise in value of the securities of his corporations, Colonel Scott accumulated a fine fortune. Much scattered real estate, a paper mill and other property belonged to him.

The vital feature of Colonel Scott's character was his tremendous power of dispatching work. The wholesome country life of his boyhood had laid the strong foundation of a remarkable physical vitality, and, while the railroad interest to which he attached himself had advanced to gigantic proportions during the period spanned by his life, he grew intellectually more rapidly than the work laid upon him and was always the master. But incessant application finally overtaxed the giant, and in the Fall of 1878, he suffered a paralytic stroke from which he never fully recovered. A year's rest in Europe failed to restore his health and, on May 1, 1880, he resigned the presidency of The Pennsylvania Railroad and later that of The Texas Pacific.

While president, Colonel Scott had done much to make the Pennsylvania road the leading trunk line in America. He had met successfully the panic of 1875, the bad times succeeding and the troubled period of the great railroad strike of 1877, at which latter date, from his office in West Philadelphia he controlled the situation over 5,000 miles of road and, in spite of the desperate state of affairs at Pittsburgh and elsewhere, refused to yield a point until the lawless element had been put down and the men returned to duty. Another of his achievements was the foundation of the sinking or trust fund to retire the liabilities of the Pennsylvania road out of its surplus revenues.

Colonel Scott was a genial host in the hours of relaxation and greatly enjoyed the pleasure of home and social life, having the ability to leave all business cares at his office. He was active in public work for the good of his State and country, and in charity and benevolence. To his efforts, much of the success of The Centennial Exhibition at Philadelphia in 1876 was due, as well as the development of Fairmount Park. Among his gifts were \$50,000 each to the Jefferson medical college, the University of Pennsylvania, and the Washington & Lee university, Va., \$30,000 to the Orthopedic Hospital and \$20,000 to the Children's Department of the Episcopal Hospital.

Colonel Scott was twice married, first in the Fall of 1848, to a daughter of Reuben Mullison of Columbia, Pa. Mrs. Scott died in 1853, leaving a son, James P. Scott, who was for many years his father's assistant, and a daughter, Miriam D., who married Howard W. Bickley of Philadelphia. In 1861, he married Miss Anna D. Riddle, a daughter of a leading journalist and citizen of Pittsburgh, who, with two young children, Edgar Thomson and Mary, survived him.

The pages of this work illustrate the lives of many successful men, who have risen from poverty to opulence and influence, but of none can it be said more truthfully than of Thomas A. Scott, that his work from beginning to end was actively creative, public spirited, inspired by a generous, proud and loyal heart and useful to the last degree.

WILLIAM GEORGE SCOTT, manufacturer, Richmond, Ind., was born Sept. 17, 1824, in Rockingham county, Va., and is of Scotch-Irish descent, his father having emigrated from the North of Ireland when a young man. William was brought to Richmond in 1822, at the age of three, by his father, John Scott, and there learned the trade of moulder in the employ of Mr. Gaar. He grew up a hard working mechanic in the shops with which he has always been connected. In 1849, Abram Gaar, John M. Gaar and he formed the firm of A. Gaar & Co., afterward changed to Gaar, Scott & Co., and the house bears the latter name to the present day. The life of Mr. Scott has been quiet and uneventful, but he has attained great success in the manufacture of threshing machines, clover hullers, steam engines, saw mills, etc., and is a highly esteemed man. He is vice president of The Second National Bank and president of The Wayne Agricultural Works.

WILLIAM LAWRENCE SCOTT, financier, Erie, Pa., born in Washington, D. C., July 2, 1828, died in Newport, R. I., Sept. 19, 1891. His people were prominent in Virginia and of the lineage of the Rev. James Scott, who settled in the State about 1730. Mr. Scott received a limited education, and it was while he was serving as a page in the House of Representatives at Washington, 1840-46, that Gen. Charles M. Reed, member from Erie, gained a liking for him. General Reed took the lad home with him in 1848 and set him at work in a shipping office. In 1850, Mr. Scott started a coal and shipping business in Erie, using both sailing and steam vessels, and later joined his brother-in-law, John F. Tracy, in railroad building, later yet, as an ally and agent of Commodore Vanderbilt, becoming a successful operator in stocks. Mr. Scott grew to such importance in traffic enterprises, that, as president or director, he had a share in the management of 22,000 miles of completed railroads. Mr. Scott organized a number of corporations to carry on the business of coal mining in Pennsylvania, being the principal owner of each. Among them were The W. L. Scott, The Union, The Spring Valley and The Youghiogeny River Coal Co's, all of them large corporations. In politics a Democrat, Mr. Scott was nevertheless a Union man and spent \$30,000 in organizing the Scott battery. He was active as a delegate to Democratic National Conventions in 1868 and 1880, Mayor of Erie in 1867 and 1872, and a member of the Democratic National Committee, 1876-88, and in 1885, he entered Congress as a member of the body in which he had begun life as a page, and served on the Ways and Means Committee. He was reelected in 1886. He gained, during his forty years of active enterprise, a fortune of more than \$6,000,000, which, however, he did not live long to enjoy. His wife, a daughter of John B. Tracy, and his daughters, Anne, wife of Charles H. Strong, and Mrs. Richard H. Townsend, jr., survived.

JOSEPH H. SCRANTON, financier, Scranton, Pa., born in East Guilford, Conn., June 28, 1813, of Puritan stock, died abroad in Baden-Baden, June 6, 1872. This energetic man learned the requirements of mercantile pursuits in New Haven, Conn., and then went South, and in Augusta, Ga., became within ten years a prosperous and influential resident. With what was regarded a fortune in those days, Mr. Scranton returned to the North and, in 1846, established his home among a cluster of log cabins in the Lackawanna Valley in Pennsylvania, which has since grown into a flourishing city, which bears his name. In 1847, he engaged in the smelting of iron with anthracite coal in the firm of Scranton & Grant, succeeded, in 1853, by Scranton & Platt. At the beginning, there were no railroads in the valley, and the Scranton furnace was completely isolated from the world, but the region was rich in minerals and merely awaited the arrival of such men as Mr. Scranton to enter upon an era of great prosperity. In 1853, The Lackawanna Iron & Coal Co. was organized, Mr. Scranton superintendent, and this concern, in which he was a large stockholder, and of which he was president from 1858 until the end of his days, became, under his practical direction, one of the most prosperous iron making industries in the world. In all the other labors for the development of the Lackawanna valley and the creation of the city of Scranton, the subject of this memoir bore an interested and active part. He was a director of The Delaware, Lackawanna & Western Railroad, president at one time of The Lackawanna & Bloomsburg Railroad, the only president The First National Bank of Scranton ever had while he lived, president of The Scranton Gas & Water Co., and director of The Sussex Railroad, The Mount Hope Mining Co., The Franklin Iron Co., The Scranton Trust Co. & Savings Bank, The Dickson Manufacturing Co., The Oxford Iron Co., The Moosic Powder Co., and various Western railroads. His energy, public spirit, kindness of heart and useful labors endeared him greatly to the people of his State and have enrolled his name forever in its annals.

DAVID SCULL, merchant, Philadelphia, Pa., is the son of David and Lydia Lippincott Scull, the former a merchant at Sculltown, N. J., until 1837, having the general store of the place, and after that a dry goods merchant in Philadelphia until 1850, and a wool merchant until 1862, when he retired. The family have been Friends from the time, when the original settler, John Scull, an Englishman, settled at Scull's Bay, Great Egg Harbor, N. J. in 1685. David Scull, born in Sculltown, N. J., Jan. 17, 1836, was taught at Haverford college, and in 1857, entered his father's wool store, to which business he succeeded in 1862. The high credit of the house was maintained unimpaired by the son, who proved a sound and capable merchant, whose paper always sold at the lowest rates of interest, and who transacted a very extensive trade in wool, the factories of his city being large consumers of the staple. Two brothers joined Mr. Scull in the partnership after a while, but one retired and the other died. Mr. Scull retired with ample means in 1891. For ten years, he has been vice president of The Mortgage Trust Co. of Pennsylvania, which he aided to establish, and is a director in several improvement and industrial companies. He has large interests in real estate. Mr. Scull is not a clubman, but has had the usual connection with trust companies, and educational, benevolent and reform societies, having been director of The Girard Bank for fourteen years, treasurer of The Law and Order Society for five years, a member of the Committee of One Hundred, manager of the William Penn Charter School, treasurer of Haverford college for eighteen years and of The Philadelphia Dis-

pensary for twenty-eight years, and by appointment of the founder a trustee of Bryn Mawr college and secretary of the board for fifteen years, being now vice president. Feb. 28, 1861, Mr. Scull married Hannah E. Coale in Baltimore, and their only child is William Ellis Scull, who married Florence Moore Prall, and who is a member of John C. Winston & Co., publishers. The family have a home at Overbrook, Pa.

ALFRED SEASONGOOD, merchant, Cincinnati, O., son of Emanuel Seasongood, merchant, was born in Burgkunstadt, Bavaria, Germany, May 3, 1844, and was related, through his mother, to Meyerbeer, the composer. He was educated in part in German schools, but finished in Cincinnati, and, in 1861, entered the clothing store of Heidelbach, Seasongood & Co., of Cincinnati, beginning at a salary of \$25 per month. Owing to his fidelity, interest in the business, and ability, an advance in salary was made every year for six years, and then the firm gave him an interest in the business, and later made him a partner in J. & L. Seasongood & Co. In that firm, and in Seasongood, Menderson & Co., their successors, cloth and clothing merchants, he has attained very high financial standing. Entirely a self made man, he enjoys a good reputation for sound character and straightforward business methods. Mr. Seasongood retired from trade, Dec. 1, 1894, to devote several years to travel with his family and recreation. He was married, in 1879, to Miss Emily Fechheimer, of Cincinnati. Their four children are Martha, Rose, Edwin and Murray. He has been an officer of several commercial bodies and is a member of the Phoenix club.

LEWIS SEASONGOOD, merchant and banker, Cincinnati, O., born in Burgkunstadt, Bavaria, Aug. 3, 1836, son of the late Emanuel Seasongood, grew up in a thrifty and well ordered family. His father was a manufacturer of cotton and wool. In 1851, three years after Emanuel's death, Lewis came to America, settled in Cincinnati, attended St. Xavier's college there for two years, and then went into his uncle's cloth and clothing store of Heidelbach, Seasongood & Co. In 1858, an interest was given him and in 1860 a partnership. J. & L. Seasongood & Co. succeeded in 1869, composed of Jacob, Lewis and Alfred Seasongood, and Elias Moch. Since 1887, Lewis has been senior partner. Banking was undertaken as an additional enterprise in 1870, the name of the bank now being Seasongood & Mayer. The subject of this sketch has promoted all the charities of the Hebrew race, and served as Commissioner to the Vienna Exposition in 1873. He was one of the originators of The Southern Railroad, and has been an officer in a dozen local lighting and other corporations. He has also been Quartermaster and Commissary General of Ohio. His wife, whom he married in 1861, is his cousin, Emma, daughter of Jacob Seasongood. They have a large family and are highly respected in Cincinnati.

JOSEPH SEEP, oil producer and banker, Oil City, Pa., born, May 7, 1838, in Voerden, Hanover, Germany, had a common school education, and at eleven years of age came with his parents to America and located in Richmond, Ind. There the father was stricken with cholera and died within six months after landing. The mother and four children then removed to Cincinnati, where the subject of this sketch after a brief experience in school learned the cigar making trade and followed the business about eight years. In 1859, he went to Lexington, Ky., where he was employed by the late Jabez A. Bostwick in the grain and hemp business. At the close of the War, Mr. Seep returned to Cincinnati to engage in the cotton commission and forwarding business and in January, 1866, married Miss Kate, youngest daughter of Francis Hillenmeyer, one

of Fayette county's respected citizens. Eleven children were the result of this happy union, ten now living: Lillian M., Eugene E., Arthur F., Albert H., William J., May C., George R., Alice E., Herbert B., and Alma E. Seep. Finally, in 1869, Mr. Seep moved to Titusville, Pa., and engaged in petroleum operations with his old friend, Mr. Bostwick, who had formed a partnership with J. B. Tilford, under the name of Bostwick & Tilford. When this firm joined The Standard Oil Co., in 1871, Mr. Seep entered the service of the company and became the buyer of all the crude oil which is being marketed by this wonderful firm. Mr. Seep yet retains this position. He is interested in several banks in the South and West and is also president of The Oil City Trust Co., and charter member as well as director in The Seaboard National Bank of New York. A few years ago, he built a residence for his family in Titusville, which is one of the finest in Western Pennsylvania. He is a member of the Buffalo club of Buffalo and the Catholic club and Ohio Society of New York, besides several charities.

WILLIAM SELLERS, manufacturer, Philadelphia, Pa., born in Delaware county, Pa., Sept. 19, 1824, is a son of John Sellers and his wife, Elizabeth Poole, of Wilmington, Del. Samuel Sellers, of this line, arrived from Belpre, Derbyshire, Eng., in 1682, with William Penn, and received a patent for land, part of which is now in the possession of William Sellers. Upon it he was born. Taught in a private school kept by relatives, William Sellers went, at the age of fourteen, into the small machine shop of his uncle, J. M. Poole, Wilmington, Del.

After seven years there and two more, 1845-48, in charge of machine shops in Providence, R. I., Mr. Sellers opened a shop of his own, in 1848, in Philadelphia, for the making of machinists' tools and mill gearing. A former employer in Providence afterward went into partnership with the young man, but the senior partner died in 1855, and the present name of William Sellers & Co. was adopted. Through various inventions and untiring enterprise, the business of this firm has been developed, until their factory of machine tools and shafting is now probably the largest of its class in the United States. Many awards have been won by the Sellers tools against competition. The business was incorporated in 1886, capital, \$1,500,000, Mr. Sellers, president and engineer, and John Sellers, vice president.

In 1868, Mr. Sellers established The Edge Moor Iron Co., at Wilmington, Del., capital, \$800,000, Mr. Sellers, president. Later, he organized The Edge Moor Bridge Works at Wilmington, capital, \$600,000, which now possesses the most complete iron bridge building plant in the United States, Mr. Sellers being vice president. In 1873, Mr. Sellers was made president of The Mid Vale Steel Co., of Nicetown, Pa. He is also connected with The Philadelphia & Reading and The Philadelphia, Wilmington & Baltimore Railroads, and, as a trustee, with the University of Pennsylvania. He contributes liberally to the Republican party. Having been elected, in 1864, president of the Franklin Institute, the same year he read a paper and proposed the first formula for a system of screw threads and nuts, which has since been adopted as the standard in the United States. He is one of the founders of the Union League club, a trustee of the University of Pennsylvania, a corresponding member of the Society d'Encouragement pour l'Industrie Nationale of France since 1875, a member of the National Academy of Sciences since 1873, and a member of the American Philosophical Society, and was one of the first Park Board of Philadelphia.

GEN. WILLIAM HENRY SEWARD, jr., banker, Auburn, N. Y., son of the late William H. Seward, was born in Auburn, June 18, 1839, and, after an excellent education, engaged in banking in 1861, the first year of the Civil War. Sept. 12, 1862, the 138th N. Y. Vols., recruited in Cayuga and Wayne counties, left Auburn for the front, Mr. Seward as its Lieutenant Colonel. Stationed at Washington, D. C., this command was changed into the 9th N. Y. H. A., and in that capacity built Forts Simmons, Mansfield, Bayard, Gaines and Foote. Of the 9th, Mr. Seward took command as Colonel, and on May 18, 1864, the regiment left for the front and went under fire for the first time at Cold Harbor, and lost 148 killed, wounded and missing. Colonel Seward was finally given command of Fort Foote, Md., but took part and was slightly wounded in the battle of Monocacy, where the regiment lost fifty-one killed. It fought also at Opequan, and in the battle of Cedar Creek lost 208 men, its gallant bearing in the last fight named receiving the highest praise. Colonel Seward was commissioned Brigadier General in 1864, and held command at Martinsburg, Va., for a time, but resigned June 1, 1865, and returned to Auburn. There, he established the private bank of William H. Seward & Co., of which he has remained the head until the present time. He is the owner of large interests in real estate and dwellings in Auburn, which came to him in part by inheritance from his father, and is also identified with several prominent corporations, including The American Express Co., in which he is a director, and whose affairs call him continually to New York city. In business transactions the soul of honor, in private life he is a courteous gentleman, and as modest as he is capable. He is a member of the United Service club of New York city, the Loyal Legion, and The Sons of the Revolution, and lives in the famous old Seward mansion in Auburn, with his wife and family. He is a Republican in politics, and has been considered for Governor of New York.

PLINY TITUS SEXTON, LL.D., Palmyra, N. Y., is the son of Pliny and Hannah Sexton, the former an early settler of Western New York, the latter a gifted member of the Society of Friends, and noted as a preacher. Pliny T. Sexton, born in Palmyra, June 12, 1840, was educated under private tutors, at Palmyra Classical Union school, Eagleswood school in Perth Amboy, N. J., and the Rensselaer Polytechnic Institute in Troy. He graduated from the National Law School in Poughkeepsie, with the degree of LL.B., at the age of nineteen, and in due course was admitted to the bar. After a year or two of travel, he was called to assist his father in banking, and is now president of The First National Bank. In September, 1860, he married Harriot, daughter of the late Stephen Hyde, of Palmyra, and granddaughter of the Rev. Alvan Hyde, D.D., a Presbyterian divine of Lee, Mass. While Mr. Sexton has not practiced law as an occupation, he has done considerable legal work for himself and others, is a member of the bar of the Supreme Court of the United States, and has accumulated an extensive and complete law library. He was four times successively president of the village, 1879-82, and was also for six years, 1878-83, president of the Board of Education. Without solicitation, the Republicans nominated him for State Treasurer in 1883, but he was defeated. In April, 1890, Mr. Sexton was elected a Regent of the University and became conspicuous for efforts to promote university extension. Union college made him Honorary Chancellor in 1893, and gave him the degree of LL.D. in July of the same year, when he delivered the annual address. In 1894, Mr. Sexton issued a pamphlet suggesting a plan devised by him for "independent voting within political party

lines," which aims measurably to emancipate voters from the domination of bosses. Mr. Sexton's summer home is at Lake George, where he owns Dome and Recluse Islands. The tastes of Mr. and Mrs. Sexton lead them to outdoor recreations, walking, boating and horseback riding. In the Winter of 1865-66, following the close of the Civil War, they rode together about 1,500 miles in the saddle through the South.

ARTHUR SEWALL, ship owner and financier, Bath, Me., was born in that city, Nov. 25, 1835, a son of the late William D. Sewall, ship builder. This family has produced several conspicuous men, among them Samuel Sewall, presiding judge at the trial of the witches in Salem, Mass. Arthur Sewall began life as apprentice in his father's ship yard. In 1854, he formed a partnership with his brother, Edward, under the firm name of E. & A. Sewall, ship builders and commission agents. When the firm was dissolved in 1879 by the death of the senior partner, they had built forty-six vessels. Arthur Sewall continued in the business, admitting his son, William D. Sewall, and his nephew, Samuel S. Sewall, to partnership under the firm name of Arthur Sewall & Co. This firm have always been famous for the excellence, and lately for the size, of their ships. Mr. Sewall has, in fact, had the spirit to increase his fleet while other shipping houses were retiring from the sea. Four of his most famous vessels have been the *Rappahannock*, which was burned at sea, the *Shenandoah*, *Susquhanna*, and the *Roanoke*, all full rigged four masted wooden ships, and among the largest sailing vessels produced in America since the days of the *Great Republic*. The Sewalls are now the largest managers and probably the largest owners of sailing tonnage in the United States. They now have a plant for building iron vessels, and the iron ship *Dirigo* of 3,000 tons was launched from their yard in 1894. Mr. Sewall has been a director in The Maine Central Railroad since 1875 and president, 1884-93, and has also been president of The Portland, Mt. Desert & Machias Steamboat Co., and of The Eastern Railroad, as well as a director in The Mexican Central Railway, The Boston & Maine Railroad, The New York & New England Railroad, The Portland & Rochester Railroad, and in some of the lines of The Atchison, Topeka & Santa Fé system. He is president of The Bath National Bank, and, until 1893, was president of The Poland Paper Co. An active and aggressive Democrat, he has been for the last seven years a member of the national committee of his party. Mr. Sewall was married, March 29, 1859, to Emma D., daughter of the late Charles Crooker, ship builder, and to them have been born Harold M. Sewall, late Consul General at Samoa, William D. Sewall, and Dummer, who died in infancy.

WILLIAM SHARON, mine operator and banker, San Francisco, Cala., born in Smithfield, O., Jan. 21, 1821, died at the Palace hotel, San Francisco, Nov. 13, 1885. The Quaker ancestors of Mr. Sharon arrived in Pennsylvania from England with the first ship load of colonists. His family were prosperous farmers, and William was sent to Athens college, and after that, studied law. A Summer's diversion was afforded by a flat boat trip to New Orleans. Mr. Sharon pursued his legal studies under Edwin M. Stanton and finished them in St. Louis, Mo. Law practice and mercantile business occupied him until 1849, and then he went to California from Carrollton, Ill. During fourteen years in mercantile pursuits in Sacramento and real estate operations in San Francisco, Mr. Sharon made \$150,000 and lost it in speculations in mining stocks.

Through the influence of friends, Mr. Sharon was then sent to Virginia City to take charge of the local branch of The Bank of California, then entering upon hard

times. President Ralston had loaned large sums of money to companies working unprofitable mines, and disaster stared them in the face. Mr. Sharon offered to assume certain obligations upon receiving a considerable sum in ready cash to explore certain drifts, and to have two years' time in which to pay the whole. This proposition was accepted. Mr. Sharon prospected for a new ledge, came upon a rich body of ore, stimulated mining in the whole region, and paid his obligations in less than six months. Mining operations on the Comstock made him a rich man, and he helped build The Virginia & Truckee Railroad and derived a large revenue therefrom.

Having been elected a director of The Bank of California, he came to the rescue of the institution when it suspended in August, 1875, and pledged part of his private fortune to aid in reopening the doors of the bank. The Palace hotel in San Francisco was built by Mr. Ralston and him. Mr. Sharon paid \$3,500,000 of the cost and was the manager of the property the last seven years of his life. He also owned an immense amount of other real estate. In 1877, he built a fine residence at Belmont, near San Francisco. Mr. Sharon was a Republican and after defeat for the United States Senate in 1872, secured election in 1875 and served for six years.

His wife died in 1875 and the survivors of his family were Frederick W. Sharon and Florence Emily, wife of Sir Thomas G. F. Fennor Hesketh of London, Eng., and the children of his deceased daughter, Clare, wife of Francis G. Newlands.

HENRY W. SHARPLESS, a conspicuous figure in the mercantile world of Philadelphia, Pa., whose portrait is published on the following page of this volume, was born in that city in the year 1849. After having received a careful education, he was graduated with distinction from Haverford college, Haverford, Pa., at the early age of sixteen. Upon quitting college life, he was made to understand by his father, Charles L. Sharpless, a wealthy dry goods merchant, that, in order properly to appreciate wealth he should reach the coveted goal step by step. Accordingly, he was assigned a minor's place in his father's large establishment. From a position of insignificance, his indomitable will speedily carried him forward to the head of the present firm of Sharpless Bro's, which is universally known as one of the strongest jobbing and retail dry goods houses of Philadelphia. Although Mr. Sharpless inherited a part of his wealth from his father, he has earned the bulk of his large fortune by individual effort and tireless enterprise. He is a thorough organizer, an able executive, and a financier of unusually keen perception, having been prominently identified with The National Bank of the Republic for many years as a director. Frequently, during political agitation, Mr. Sharpless has been importuned by his friends to accept high positions in both local and national politics, but these honors have always been declined. He prefers the management of business interests and these occupy his time sufficiently. He is an ardent admirer of blooded stock, and has upon his sixty acre farm, near Philadelphia, some of the finest horses, cows and dogs that can be found in this country. Being a bachelor, he is prominently identified with several of the foremost clubs of Philadelphia, New York and Paris.

HENRY SHAW, merchant, St. Louis, Mo., born in England, July 24, 1800, died Aug. 25, 1889, at his home in St. Louis. He came to America early in 1819, settling in St. Louis, and opened a small hardware store. In the importation and sale of hardware and a large trade in Indian supplies, he was prosperously engaged for twenty years. About 1840, he retired and spent nearly ten years in travel, but then returned to St.



Henry W Sharpless

Louis and operated in real estate. A large amount of low priced down town and suburban property came into his possession, which afterward became valuable. Upon a tract of fifty acres of this land, he founded the Missouri Botanical Garden. In 1870, 190 acres of land adjoining his garden were transferred by Mr. Shaw to the city for a public park, the ground being laid out under his supervision and many works of art placed there at his expense. In June, 1885, he gave to the Washington university real estate yielding \$5,000 yearly income, to be employed in organizing a school of botany. At the same time, the Missouri Botanical Garden and Arboretum were placed at the service of the school for scientific study and investigation for all time to come. Mr. Shaw was survived by two sisters, since dead, and left an estate of \$5,000,000 to a Board of Trustees, the income from which is dedicated to the support of the Garden.

MILTON GILMAN SHAW, Bath, Me., lumberman and a sound and sterling man, was born in Industry, Me., Dec. 31, 1820. He was educated in the public schools, and, in 1841, began life in the lumber business at Greenville, Me., then almost in the heart of the pine forests of Maine. The forest has receded considerably during the half century of Mr. Shaw's active labors, but he is yet at work in eligible localities, and now owns an immense area of timber lands in Maine, including several townships. He was married, June 6, 1847, to Eunice Spinney Hinckley at Greenville, and his children are Charles D., Albert H. and William M. Shaw and Mrs. Mary S. Kimball. In 1883, he built a saw mill on the Kennebec river in the lower part of the city of Bath, and has since lived in Bath. He has filled different public offices in the town of Greenville, and was a member of the Legislature in 1859.

PETER WENRICK SHEAFER, mining engineer, Pottsville, Pa., born March 31, 1819, in Halifax, Pa., died at Brown's Mills, N. J., March 26, 1891. His father, a pioneer, was president of The Lykens Valley Railroad and developed the Lykens valley coal mines at Wiconisco, of which he was superintendent. Peter W. Sheaffer's acquaintance with the mines referred to familiarized him with the coal measures of the region and led to his joining the first Geological Survey of Pennsylvania. In 1836, Professor Rogers was so impressed with his knowledge, insight and enthusiasm, that he offered him a position on the corps. He was assigned to the survey and mapping of the Southern and Middle anthracite coal fields, and helped work out the complex structure of the main basins, with their canoe-like shapes, and combination of steep and gentle dips, so accurately, that the second Geological Survey has only elaborated their work. During 1839-48, Mr. Sheaffer aided his father, and then located in Pottsville as a surveyor, geologist and engineer. His training proved of great value to him, and his services were in universal demand in the Schuylkill, Mahanoy and Beaver Meadow districts. His reports cover almost every tract in these regions. With other gentlemen, Mr. Sheaffer succeeded in obtaining, in 1851, an appropriation from the Legislature to complete the work of the first survey, and it is to him that the world is mainly indebted for the publication of Rogers's magnificent work. Mr. Sheaffer took charge of the underground portion of the survey, and "he was," says Professor Lesley, "the geologist of the survey, in 1851, par excellence, knowing more of the field than the rest of us combined."

Mr. Sheaffer continued in Pottsville, identified with the development of coal fields. He laid out Ashland, Mahanoy City, Shenandoah, Mt. Carmel, Gilberton, Mahanoy Plane and other now prosperous towns. He represented the Foulke and Preston

Retreat lands, the Girard heirs, and city lands, and located the first mines of Shenandoah and Mahanoy valleys. He ardently promoted, 1870-74, measures looking toward the second survey, and was an intimate friend of the late Franklin B. Gowen, who constantly sought his advice in the purchase of estates now owned by The Philadelphia & Reading Coal & Iron Co. During his later years, Mr. Sheaffer directed his untiring energies and wonderful sagacity to the development of coal estates, in which his friends and he were interested.

Mr. Sheaffer's examinations covered coal lands from Nova Scotia to Washington and Mexico; and his maps, reports, tables and statistics would fill amny volumes of great scientific value. One of his maps represented Pennsylvania, as it was two hundred years ago. He was a member of various scientific and technical societies and among his more prominent publications are an exhaustive article on "Coal," in the *Encyclopedia Britannica*; an "Address" before the Pardee Scientific Department of Lafayette college; and a paper on "Coal Waste," before The American Association for the Advancement of Science. In 1848, he married Harriet N. Whitcomb of Springfield, Vt., and four children survive him: Arthur W., William L., Henry and Louise. He was a genial, quick, cool and imperturbable man, of enormous endurance and balanced judgment, with the power of dispatching work rapidly and with precision.

TITUS SHEARD, manufacturer, Little Falls, N. Y., born at Batley, Yorkshire, Eng., Oct. 4, 1841, son of a manufacturer, descends on the mother's side from the Talbots, who came from Normandy during the invasion of the Prince of Orange. Titus went to work in woolen mills at an early age. Sept. 29, 1856, he arrived in New York city with his sister, sought employment in the State, and walked twenty miles from Syracuse to Mottville in search of friends, and finally found work in Little Falls. In Little Falls, he has ever since remained. He kept at work in the mills as opportunities could be found, sometimes picking apples at fifty cents a day, when the mills were closed, doing any other work which offered, and as a cornet player, helped supply music for parties, concerts and parades, and one Summer played in the orchestra at the American hotel in Richfield Springs. He then for several years taught school and finally went into business as a buyer of old woolen rags, tailor's clippings, etc. In 1863, he was married to Helen M., daughter of Lorenzo D. and Emily C. Waite, of Little Falls. Being prospered in his mercantile enterprise, he bought an interest in the knitting mill at Oriskany, N. Y., but lost severely through the burning of the mill, and then went vigorously to work in the clothing business of Selcer & Sheard. In 1872, he sold his interest and embarked in the manufacture of woolen yarns at Little Falls. From that date his progress was rapid. The Little Falls Knitting Mills Co. was organized by Mr. Sheard as president and manager. Seven years later, in 1879, he retired and purchased The Eagle Mills, now the largest in Little Falls. Mr. Sheard was the originator in this country of the "Balmoral stocking yarn." In 1888, he organized The Titus Sheard Co. to conduct his mills, and has since been president. In politics, Mr. Sheard favors the Republican side. The district sent him to the Legislature in 1877, 1878 and 1883, and he was Speaker of the Assembly during his third term. In 1889, he was sent to the State Senate. It was Mr. Sheard who introduced and carried through the Assembly the six per cent. interest bill, the ten-hour labor law and the cotton tare bill. He is a temperance man, an active Methodist, and a member of the Union League club of New York city, and has travelled considerably.

JOSEPH EARLE SHEFFIELD, railroad builder and patron of education, New Haven, Conn., born, June 19, 1793, in Southport, Conn., died, Feb. 16, 1882, at his home in New Haven. His ancestors on both sides were ship owners and merchants, and in the wars the privateers of his father's people brought in many profitable prizes. Capt. Walter Thorpe, his maternal grandfather, was a merchant in the West India trade. Mr. Sheffield learned the dry goods trade as a clerk in a store in New Berne, N. C., beginning at the age of fifteen, and, a few years later, formed a partnership in New York city for mercantile operations in the South, and rode on horseback to Mobile, where he located. In time, he became a large shipper of cotton. Nicholas Biddle offered to make him president of the Mobile branch of The United States Bank, but Mr. Sheffield declined. In 1835, he made his home in New Haven, Conn., and, during the era of canal and railroad building which followed, engaged largely in that branch of enterprise. He was president of The Northampton Railroad, interested in the railroad from New Haven to New York, and, with Henry Farnam, took various contracts for railroad building in the West. In 1822, Mr. Sheffield married Maria St. John of Walton, N. Y., by whom he had six children, Mrs. John A. Porter of New Haven, George St. John Sheffield of North Attleborough, Mass., Charles J. Sheffield of Cleveland, O., now deceased, Mrs. William Walter Phelps of New Jersey, and two other daughters. Mr. Sheffield gave to Yale university a building for the Sheffield scientific school and a \$130,000 endowment, more than \$50,000 for the enlargement of the library, North Sheffield Hall at a cost of \$100,00, and other gifts. Trinity college and the Northwestern Theological seminary received large sums from him. In all, he gave \$650,000 to education.

ALLAN SHELLEN, merchant, Detroit, Mich., a son of John W. Shelden, was born, July 16, 1832, in Kinderhook, N. Y. As a lad he went to school at Franklin and Deposit, N. Y., and when he entered business life in 1855, it was as a clerk in the dry goods jobbing house of Z. Chandler & Co. in Detroit. Mr. Chandler kept a watchful eye upon such of his young men as displayed business talent, and no better tribute to the energy of Mr. Shelden was needed than the fact that Mr. Chandler admitted him to partnership in 1857. In 1866, Mr. Shelden succeeded to the business under the name of Allan Shelden & Co. No sounder merchant ever grew into notice in Detroit, and when Mr. Shelden retired in 1890, he bore with him the respect of the business community. Valuable real estate in Detroit and elsewhere in the State and investments in banks and railroads now occupy Mr. Shelden sufficiently. One of his ventures is The La Salle County Carbon Coal Co. of La Salle, Ill.; he is a director in that concern and The Mechanics' Bank, The Union Railroad Depot & Station Co., The Michigan Fire & Marine Insurance Co. and The Eel River Railroad. His family comprises his wife, Katherine D., and one son, Henry D. Shelden.

MARK SHELTON, merchant, San Francisco, Cala., was born in Watertown, N. Y., Nov. 21, 1829, son of a native of a Connecticut, a Colonel in the War of 1812. His mother was a daughter of Tilley Richardson of Massachusetts, a Captain in the American Revolution, who took part in the battle of Lexington. Mr. Sheldon was educated in the Black River institute of Watertown, spent several Summers in farming and Winters in teaching, and finally entered the office of *The Watertown Reformer*. July 7, 1851, he left Watertown with \$200 of borrowed money secured by a note bearing his father's endorsement, and Aug. 19, 1851, he landed in San Francisco from the steam-

ship *Panama*, having only one silver dollar left of his little store. Going to the mines on the north fork of the Yuba river, there he remained until driven out by the rains. The Winter was spent in mining in Wyandotte in Butte county. In the Spring of 1852, Mr. Sheldon went to the "City of '76," on Jameson creek in Plumas county, became secretary of The Gold Hill Mining Co., and started a mining store. Turned by the success of the store into another channel of enterprise, in March, 1853, he engaged in importing and jobbing provisions at San Francisco. He was very successful and in 1859, sold his business and spent a year in Europe. In 1861, Mr. Sheldon established at Virginia City, The Empire Mill & Mining Co. This interest he sold in 1864, and then settled permanently in San Francisco, where he invested his large earnings in realty and in manufacturing both on the coast and in Watertown, N. Y. He is also now interested in the water and gas companies of San Francisco, and is a member of the Pacific Union club. Oct. 25, 1864, he was married in Dansville, N. Y., to Miss Agnes Welch, and has three children, Frank, Joseph and Kate. Nominations to office have been offered to Mr. Sheldon several times but he has always declined.

ALANSON SHELEY, merchant, a native of Albany, N. Y., and of Dutch descent, born Aug. 14, 1809, died at his home, 37 Stimson Place, Detroit, Mich., Nov. 7, 1892. Much of his early life was spent on his grandfather's farm in Jefferson county, N. Y. When old enough, he became an apprentice in the trade of stone mason and builder. Later, as foreman, he helped build the Rideau canal in Canada. Removing to Detroit in 1831, he superintended the building of the lighthouse at Thunder Bay, and then followed contracting and building in Detroit successfully. After an experience in the lumber business in The Black River Steam Mills, he entered the drug business in 1859 in partnership with Jacob S. Farrand. There were several changes in the firm, and in 1890 they adopted the name of Williams, Sheley & Brooks, wholesale merchants in drugs, paints and oils, and in 1892, Williams, Davis, Brooks & Co. Mr. Sheley always displayed great activity in business and an upright, determined and enterprising disposition. The success of such a man in mercantile pursuits and in later investments in real estate, The First National Bank and The Detroit Fire & Marine Insurance Co., affords no cause for surprise. He was six feet in height, a large man, powerful, and capable of enduring protracted labor. An original Republican, active in politics, he enjoyed the honor of election to the State Senate in 1867 and 1871, but also served as Alderman for five years, and for ten years was a member of the Detroit Sewer Commission. In religious conviction he was a strong Presbyterian, and the Sunday school of his church thrived for fifty years under his direction as superintendent. Mrs. Sheley was formerly Anne E. Drury. George A. Sheley, Elizabeth S., wife of L. E. Clark, and Emma S., wife of D. W. Brooks, his children, survived him.

DAVID CHAUNCEY SHEPARD, contractor, St. Paul, Minn., son of David and Dolly O. (Foote) Shepard, farmers, was born, Feb. 20, 1828, in Geneseo, N. Y. Nathaniel Foote, his ancestor, was an original settler of Wethersfield, Conn., and both branches of the family came from England. Mr. Shepard left Temple Hill academy in Geneseo and the Collegiate Institute in Brockport, to become a civil engineer, and found his first service, in 1847, on the New York canals, and later was employed on various railroads in the same State. In 1852, he put his experience to use on the railroads of Ohio, and, during 1853-56, was chief engineer of The Atlantic & Great Western Railroad. Impaired health then sent him to Wisconsin, and, in June, 1857, he

moved to Minnesota, and next year turned the first sod in the State for the building of a railroad, as chief engineer of The Minnesota & Pacific Railroad, now The St. Paul, Minneapolis & Manitoba. Until 1863, Mr. Shepard was occupied with his profession as chief engineer of The Minnesota Central Railroad and until 1870, as chief engineer and superintendent of all the lines of The Milwaukee & St. Paul west of the Mississippi river. His career as a contractor began in 1870, as general manager of The Northwestern Construction Co. in the building of The Northern Pacific Railroad in Minnesota. In 1872, he formed a partnership with R. B. Langdon and A. H. Linton, and, during the next twelve years, built thousands of miles of railroad in the West, including 675 miles of The Canadian Pacific, 450 miles of it in one season. The firm of Shepard, Siems & Co. was formed, in 1884, and in that concern, and in the firm of Shepard, Winston & Co., the subject of this sketch has executed enormous contracts, including the construction of The Great Northern Railroad. He is now, perhaps, the leading contractor of the West, and is an unassuming, energetic, capable man. He was married, Dec. 24, 1850, in Geneseo, N. Y., to Frances A. Parsons, and has two children, Frank P. and Caroline. Mr. Shepard is a director of The First National Bank of St. Paul and trustee of St. Luke's Hospital and the Oakland Cemetery Association.

JOHN SHEPARD, merchant, Boston, Mass., was born in Canton, Mass., March 26, 1834, son of John and Lucy Shepard. At the age of eleven, he entered an apothecary store in Boston as clerk at a salary of 50 cents a week. A year later, George W. Vinton, confectioner, employed him at \$1 a week. He held on there for a year, and then became clerk for six years in a dry goods store on Hanover street. At the age of nineteen, as practical and well informed as some men are at forty, he engaged in business for himself, and his firm of Shepard, Norwell & Co., formed in 1865, have been very successful. A fortune has come to him, not by accident, and the investment of surplus means has made him a director in The Lamson Consolidated Store Service Co. and The Lincoln National Bank, and president of The Bernstein Electric Co. He is a member of the Art and Algonquin clubs and Beacon Society, and attends religious worship at St. Stephen's in Lynn. He was married first to Miss S. Annie Bagley of Boston, and, after her death, to Miss Mary J. Ingraham of Newburyport, and has two children living, John Shepard, jr., and Mrs. William G. Titcomb.

ALEXANDER B. SHEPHERD, financier, Washington, D. C., a man concerning whom much has been said in the public press, some of it probably truthfully, was born in Washington, Jan. 30, 1835. The death of his father compelled him to begin life, while a boy, and Mr. Shepherd became the master in time of a lucrative private business. He enlisted in the Washington Volunteers in 1861, and the same year was elected president of the City Council. In that position, he began to evolve measures which were to lead to remarkable local improvements at the seat of the national government. As chairman of the Citizens' Reform Association, he directed the work which led to the establishment of a territorial government in the District of Columbia, and became vice president of the Board of Public Works, and later, by General Grant's appointment, Governor of the District. Within a few weeks, in the latter position, he had planned a system of local street improvements so stupendous as to astonish the country. He directed every detail of the immense and complex plan and made everything conform to the accomplishment of the purpose he had in view. In a little more than two years, Washington had been changed from the most unhealthy city in the

country to one of the most wholesome. Its new pavements were marvels of cleanliness. New public squares delighted the eye. Two hundred miles of sewers were laid in pursuance of Governor Shepherd's plan, as many miles of streets were made level throughout their length, the wider ones were flanked with inviting grass plots, and over 150 miles of smooth asphalt pavements were placed between the curbs in the roadways. Every step in all these proceedings was inspired by the genius of Governor Shepherd.

Finally, the cry of "corruption" was raised. Republicans had unearthed "Boss" Tweed in New York city, and it was necessary for the Democratic party to create a "Boss" Shepherd in Washington. A Congressional investigation followed, during which all the means which ingenuity could invent were brought into requisition, and Governor Shepherd was reviled by the Democratic press, caricatured, ridiculed and held up to contempt. Not a scintilla of evidence was found, however, reflecting upon the uprightness of Governor Shepherd, but something was necessary, and the territorial form of government was abolished and a government by three Commissioners adopted. President Grant immediately appointed ex-Governor Shepherd one of three Commissioners, but the Senate refused to confirm the nomination.

When Governor Shepherd retired to private life, his large fortune was seriously involved, and he began the work of rehabilitation. In 1880, he went to Batopilas, Mexico, and, as vice president and general manager of The Batopilas Mining Co., has developed one of the greatest silver mines in the world. The sum of \$9,500,000 has been expended there for improvements in fifteen years and \$9,000,000 has been taken out of the mines. In 1887, Mr. Shepherd returned to Washington and was accorded a public reception, being granted the freedom of the city and escorted by thousands of citizens and by military and civic organizations, to a meeting, which was held on the south front of the Treasury Department. In 1895, he paid another visit to his home, when the Board of Trade gave him a reception and the leading citizens entertained him at a banquet. Mr. Shepherd was married, in 1862, to Miss Young of Washington. Ten children were born to them, of whom four daughters and three sons are living.

GEORGE RILEY SHERMAN, iron manufacturer, Port Henry, N. Y., born in Moriah, Essex county, N. Y., Dec. 5, 1827, died, Nov. 6, 1895, at his home in Port Henry. George Sherman, his father, belonged to the old firm of Lee, Sherman & Witherbees, owners of iron mines in Essex county. Educated in the local academy, Mr. Sherman began life as a clerk in a general store. By careful saving and by enterprise in mercantile pursuits, he gained a little capital, and in 1860, entered the newly founded firm of Witherbec, Sherman & Co., devoting his life thereafter to development of iron mines at various points in the northern part of the State. These properties, at first undeveloped, were found to be both of great extent and more than usual value, the ores possessing special fitness for the manufacture of steel. Mr. Sherman's interest in them was large, and, with his partners, he created an extensive industry, both in the sale of the ore and in smelting in Port Henry. The firm now operate twenty-one mines. Mr. Sherman was president of The Port Henry Furnace Co., The First National Bank, The Lake Champlain & Moriah Railroad, and The Missouri Coal Mining Co., an owner in The Port Henry Iron Ore Co., and director in The Citizens' National Bank of Saratoga, in which city he generally spent his Summers. He was married Dec. 20, 1853, to Jane H. Douglass, and had two children.

JOHN SHERMAN, financier and United States Senator, born in Lancaster, O., May 10, 1823, descends from Samuel Sherman, a colonist of 1634, and began life as rodman in the Muskingum river improvements. Having studied law with a brother in Mansfield, O., he was admitted to the bar the day he became of age, and since that time has made Mansfield his home. Mr. Sherman made it a rule from an early day to save \$500 a year from his income, and this practice was the basis of his present wealth. After six years in the law, he started a sash and blind factory, which paid him about \$5,000 a year, and by purchases of suburban lands and later real estate operations in Washington, D. C., and careful investments in corporations, he has now become a rich man. Senator Sherman's political career is so well known that it is only necessary to say, with regard to it, that, having in 1853 opened a law office in Cleveland, he gave it up in 1854 upon election to Congress, and since then has been continuously connected with the Federal government. Until March 4, 1861, he was a member of the lower House and has since then been United States Senator from Ohio, except 1877-81, when Secretary of the Treasury. The resumption of specie payments was peculiarly the product of his personal efforts.

ABRAHAM SHUMAN, merchant, Boston, Mass., born in Prussia, May 31, 1839, was brought to America when only a child and spent several years on a farm near Newburgh, N. Y. At the age of thirteen, a clothing store in that city employed him as a clerk. Three years later, thinking he knew enough to make his own way, he sallied out into the world and tried his fate first in Providence, R. I., and, in 1859, in a small but good retail clothing store in Roxbury, a suburb of Boston, Mass. This latter store was a fortunate experiment, and the business established by Mr. Shuman grew, as the seasons rolled by, until his firm of A. Shuman & Co. were able to open a large establishment at the corner of Washington and Summer streets in Boston; and there, in a building which has two acres of space on its eight floors, Mr. Shuman makes as well as sells clothing on a large scale. As an emporium of the clothing trade, this store probably has no superior in New England. The old store in Roxbury is yet maintained. By loans of money without interest, Mr. Shuman has encouraged many of his employes to buy homes, and this he has done to an extent paralleled by few if any other employers in Boston. As a merchant, he enjoys the confidence of all who know him, and he is first vice-president of The Boston Merchants' Association, a director of The Manufacturers' National Bank and The United States Trust Co., and president of the great City Hospital. Few occasions of public importance pass without the presence of Mr. Shuman, who is, in spite of his foreign birth, as thoroughly American as the Americans themselves. Nov. 3, 1861, he married Miss Hetty Lang, and to them have been born four daughters, Emma, wife of August Weil, of Weil, Haskell & Co. of New York; Bessie, who is married to Alexander Steinert, a piano-forte manufacturer; Theresa, wife of I. A. Ratschesky, treasurer of The United States Trust Co.; and Lillian G. Shuman; and three sons, Edwin A. and Sidney E. Shuman, of the firm of A. Shuman & Co., and George H. Shuman.

HIRAM SIBLEY, financier, Rochester, N. Y., born in North Adams, Mass., Feb. 6, 1807, died in Rochester, July 12, 1888. He was a son of Benjamin Sibley, millwright, and began life himself as a millwright at Lima, N. Y., and machinist at Mendon, N. Y. In 1843, he was elected Sheriff of Monroe county, and established his home in Rochester and April 1, 1851, helped organize The New York & Mississippi Valley

Printing Telegraph Co., under the House patents. This company was consolidated with the Western Union in 1854. Mr. Sibley was one of the foremost in building the overland line to San Francisco, which, in 1864, was also consolidated with the Western Union. These two ventures brought him large means. Mr. Sibley then took up the project of a line to Russia through Alaska, and actually built as far as the Skeena river in Alaska, but The Russian-American Fur Co. opposed and delayed him, and the laying of the Atlantic cable put an end to his scheme. At one stage of the proceedings, Russia offered to sell Alaska to Mr. Sibley for \$750,000. After 1868, Mr. Sibley devoted his attention to land investments and he owned several hundred farms in Illinois, Howland island in New York and much other property of this kind. He had a nursery in Rochester and was long president of The Bank of Monroe. Two children survived him, Hiram Watson Sibley and Emily, wife of James S. Watson.

ASA MEAD SIMPSON, shipbuilder and lumberman, San Francisco, Cala., born in Brunswick, Me., Feb. 20, 1826, is of Scottish descent and a son of Thomas Simpson, master shipbuilder and a farmer. Asa spent his life on the paternal farm until seventeen years old, and was then apprenticed to ship building for four years. His studies were then resumed, and he graduated from a seminary in Brunswick. In 1850, he sailed for California in the ship *Birmingham*, which was lost off the western coast of South America. Eventually reaching the El Dorado of the West, and joining S. R. Jackson, of Maine, in mining, he finally went into the lumber business at Stockton, and, in 1852, established a small saw mill at Astoria, but, in 1854, abandoned it. Finally, in 1856, he built a saw mill at Coos Bay, and, being successful, went on until he owned seven saw mills and a number of schooners and steam tugs. He finally started a ship yard on Coos Bay, his brother, Capt. Robert W. Simpson, joining him in 1863. Vessels have been constructed by them also at Gray's Harbor, San Francisco, and Oakland. The floating dry dock in San Francisco was built by Mr. Simpson and his brother. So large did his operations become that, for several years, he employed more men than any other person in California. At present, he is president of The Simpson Lumber Co. and the principal owner of its mills and lands, and controls The Northwestern Lumber Co., which possesses three saw mills and 27,000 acres of splendid fir timber in Washington. Mr. Simpson is a traveller, and has paid many visits to the East and to Europe. In politics, he is a Republican. In 1875, at Racine, Wis., he married his cousin, Sophie Dwight Smith.

SAMUEL SIMPSON, manufacturer, born, April 7, 1814, in Wallingford, Conn., died at his home in that city April 7, 1894. Like other lads who have to make their way to high station through the rugged discipline of adversity, if they are going to make their way at all, Samuel went to work early in life and began as apprentice in a britannia ware factory. He was smart and fond of mechanics, and soon acquired all the needed skill quite promptly, and by frugal savings of his wages was able to go into partnership with others in the ownership of a factory, and rose by steady persistence to a position of great prosperity. His firm, known finally as Simpson, Hall, Miller & Co., operated large factories both in Wallingford and Montreal. Mr. Simpson was an honest and a popular man and held nearly every office in the gift of the people of the town, including a seat in the Legislature. Accumulating more money than he could use in the britannia business, he became a shareholder in several other manufacturing companies and banks, was at one time president of The First National Bank of Wal-

lingford, and died president of The Dime Savings Bank. Real estate was a favorite investment and Mr. Simpson owned a large amount of that species of property. Like the vast majority of men who make their own fortunes, he had a sympathetic heart and gave liberally to worthy objects, especially to St. Paul's Episcopal church. A wife and one daughter, Mrs. Gordon W. Hull, survived him.

MICHAEL H. SIMPSON, manufacturer, Boston, Mass., born, Nov. 15, 1809, in Newburyport, Mass., died in Boston, Dec. 22, 1884. Paul Simpson, father of Michael, was a ship owner during the days when phenomenal success sometimes attended the sending of cargoes to foreign ports. Deciding upon a business career, the subject of this memoir entered it with the energy, which distinguished him at all times through life. Before he was of age, he had already sent a ship and cargo to Calcutta, in company with two other youths, Charles H. Coffin of Newburyport and George Otis, son of Harrison Gray Otis of Boston, and a handsome profit was divided between the young adventurers. The business career of Mr. Simpson soon showed that, to a fine physical constitution, he united keen sagacity, executive ability, and a strong will. Engaging in the trade in wool from South America, his attention was drawn to the necessity of freeing the fleeces from Buenos Ayres from burrs, and he invented a machine for this purpose, which proved of great value. The burring machine, now in use, was the outgrowth of his invention. To promote his importations of wool, Mr. Simpson soon took an interest in woollen manufactures and in time gave himself up wholly to the latter industry, becoming the owner of The Saxonville Mills and The Roxbury Carpet Co. He was a good employer and laid out parks and drives upon his estates, which were always open to working people and the public. In order to make employment, he sometimes purchased tracts of land and converted them into productive fields. Public spirit was shown once more in his will, wherein he provided for a public library and a gift of \$20,000 to the city of Newburyport, the latter a permanent fund for sprinkling the streets with water. An estate of \$4,800,000 descended mainly to Mrs. Simpson (Evangeline E. T. Marrs), a son, Frank E. Simpson of Saxonville, and two daughters, Mrs. Helen Seely and Grace Simpson.—His son, **FRANK ERNEST SIMPSON**, manufacturer, was born in Boston in February, 1859, and graduated from Harvard college in 1879. Going at once into the office of The Roxbury Carpet Co., he made himself acquainted as rapidly as possible with the business. He inherited from his father, the late Michael H. Simpson, in 1885, a large fortune and an interest in the manufacture of woollen goods and carpets in both The Saxonville Mills and The Roxbury Carpet Co. He has been, since 1885, president of both of those corporations. A capable business man, honest, and a good employer, he has met with great success and is a highly respected man. He is a bachelor and a member of various clubs, including the University and Harvard of New York city.

WILLIAM MISKEY SINGERLY, proprietor of *The Philadelphia Record*, was born in Philadelphia, Dec. 27, 1832, son of Joseph Singerly, a pioneer in local street railroads. William left the high school in 1850, to take employment as an accountant in the produce commission house of J. Palmer & Co., and ten years later started in the same kind of business, in Chicago, on his own account, but gave up this venture to become, at his father's request, manager of The Germantown Passenger Railway, then in an unsatisfactory condition. Mr. Singerly soon brought the company to a paying basis. His first new venture was to buy at a moderate price the street railroad on Girard avenue.

This proved an excellent purchase. In 1878, Mr. Singerly inherited a fortune from his father, consisting mainly of street railroad stocks, which he afterward sold for \$1,500,000, twice their original value, to the Work syndicate.

June 1, 1877, *The Philadelphia Record* was bought by Mr. Singerly. The daily sale then amounted to 5,200 copies. He rapidly increased the business, brought the daily sales to more than 100,000 copies, and made the enterprise profitable. His crusade in 1884 against the local coal dealers cut down the retail price \$1.60 per ton and saved the people of Philadelphia about \$3,500,000 a year. Mr. Singerly helped secure an entrance into the city for The Baltimore & Ohio Railroad. The printing of a newspaper led Mr. Singerly into the manufacture of printing paper, and he has for several years owned large mills at Elkton, Md., and is president of The Singerly Pulp & Paper Co., which owns these properties.

In the northwestern part of Philadelphia, Mr. Singerly operated largely in realty after 1881, building about 700 dwellings, selling some while retaining others. The Temple theatre on Chestnut street, which burned down in 1886, was his property. A brick yard and a planing mill are adjuncts of his building operations; and he has also a fine Holstein stock farm in Montgomery county and a factory of binders and gleaners at Norristown. He is president of The Chestnut Street National Bank and The Chestnut Trust & Savings Fund Co., a yacht owner, and a member of the American and New York Yacht clubs. His one daughter is Mrs. Elizabeth S. Balch.

DAVID SINTON, manufacturer, Cincinnati, O., descends from Anglo-Saxon ancestors, who dwelt on the borders of Scotland, but was born in County Armagh, Ireland, Jan. 26, 1808, son of John Sinton, a Quaker linen manufacturer. In 1811, most of the family came to America, locating first in Pittsburgh and later in West Union, O., 1812-1825. One of David Sinton's sisters married John Sparks, the banker.

At the age of thirteen, David Sinton became a clerk for two years, at four dollars a month, for James McCague, tavern and country store keeper in Sinking Springs, O., and at fifteen, kept a branch store at Dunbarton for four months. Whiskey, then six and one-quarter cents per quart, comprised the sales at the latter place mainly. In 1824, Mr. Sinton left in disgust for Cincinnati, sought work in vain for four months, took a temporary place as a porter and handled bar iron and sugar barrels until, more disgusted than ever, he went home. Two years more were spent in Sinking Springs again with Mr. McCague at \$8 a month, and, being in debt, Mr. Sinton bought a still in partnership with a Methodist preacher, ran it until the debts were paid, sold it, guarded a prisoner for nine days for \$20, and then, in 1826, returned to Cincinnati to engage in a commission business for John Sparks, which failed in six months' time. In charge of a store for six months at Washington Court House, at \$25 a month, he then went to Union Furnace Landing and sold pig iron and took charge of the landing, store and river business of James Rogers & Co. for \$200 a year. This brought him into contact with the iron industry, and he finally became manager of Union Furnace for John Sparks at \$400 a year, and next its lessee. He rebuilt Union Furnace, experienced many more business trials, built Union Furnace with Thomas W. Means, and later, with Mr. Means, bought the Union Furnace, and continued to manufacture pig iron until long after the Civil War. The War found him with 7,000 tons of iron on hand worth \$16 a ton. He held this stock until iron was \$75 a ton and then sold it. During the War, his furnaces made thirty tons of iron a day.

Mr. Sinton settled in Cincinnati, in 1849, and, in 1863, began to invest in local real estate. He now owns the Sinton Building, the Grand Opera House and other properties. Mrs. Sinton, who was Jane, daughter of John Ellison, of Manchester, O., died in 1853. Edward, an only son, died at the age of twenty-one, and the only daughter is now Mrs. Charles P. Taft, editor of *The Cincinnati Times-Star*. Mr. Sinton is a generous man, and is known to have given \$130,000 to the Union Bethel in Cincinnati, \$60 000 to The Young Men's Christian Association, and a large sum to the School of Design. His fortune is estimated at \$10,000,000, and, although eighty-eight years of age, he yet walks to his office every day.

CHARLES GRANDISON SISSON, projector, contractor and railroad president, one of the most remarkable and useful citizens of New Jersey during his twenty-eight years of residence there, was born, April 15, 1807, in North Stonington, Conn., the seventh child in a family of six brothers and four sisters. His grandfather, William Sisson, was one of five brothers from Soissons in Normandy, France, all of whom settled in Rhode Island, a majority of them taking part in the American Revolution, and one of them, Nathan, enduring terrible captivity in the British prison ships in New York harbor. The father of the subject of this memoir was Major Gilbert Sisson, a native and merchant of North Stonington, and his mother, Desire Maine, a woman of unusual talent and dignity, was the seventh daughter in a large family of French descent.

Charles received some education in the local schools and gained his first business experience in his father's furniture store in his little native village. By frugality and close attention to business, he saved a small amount of capital, and, when of age, opened a general store on his own account, but gave it up soon afterward as not suited to his active and daring nature. Gifted from youth with a spirit of remarkable enterprise, somewhat tinged with a taste for speculation, he found more congenial occupation in the purchase and sale of mules and horses, and, for fifteen years, shipped these animals from New London and New Haven to the sugar plantations in the West Indies. His purchases were made from every good market and extended even as far West as Missouri. From this profitable trade, he gained considerable capital, and during the period referred to, was, in 1840, elected to the Connecticut Legislature and served one term. Thereafter, he paid little attention to politics.

In 1846, Mr. Sisson left his native town for Jersey City, attracted thither by his brother, William, then a dry goods merchant of the place, who had directed his attention to five wooden houses, opposite the Roman Catholic institute in Third street, which were advertised for sale. Mr. Sisson attended the sale, bid in the houses, and became a resident of Jersey City. This first investment in real estate proved profitable and led him into large operations in contracting, building and real estate. He graded the lands of the Coles estate, built for himself a row of houses on the east side of Jersey avenue between Sixth and Seventh streets, and bought other large tracts of city land and improved them. The house on the northwest corner of Jersey avenue and Sixth street was occupied by him for over twenty years. A large part of the present Grand and Woodward avenues and the suburb of Lafayette are located on Mr. Sisson's property. When he acquired that region, it was little else than a barren waste of sand hills, yet he converted these desolate provinces into money by selling building sand from the lots, and then graded the property and created a residence section of the city.

Mr. Sisson was the energetic promoter and financial strength of the Long Dock, the Pavonia Ferry, the Bergen tunnel and all the Erie Railroad improvements from the west end of the tunnel to the Hudson river. He bought all the land on which these improvements were made, secured the various acts of incorporation, carried out his plans with remarkable skill and energy, and finally merged his interests with The Erie Railroad. During the panic of 1857, when the contractor for the Bergen tunnel was temporarily unable to command ready money for his pay rolls, the discontent of his workmen led to the famous "tunnel riots," which lasted two days and compelled the calling out of the State militia. Mr. Sisson had no interest in the contract for excavating the tunnel; but the disturbance delayed work on the Long Dock and other improvements in which he was deeply concerned, and, advancing \$100,000 to The Erie Railroad, he took the money, went courageously to the hill where the riot was in progress, restored order, paid every man's claim, and brought the riot to an end.

For a long time, Mr. Sisson held a large amount of the stock of The Erie Railroad. He served as a director, 1867-72, and, during the famous war between Vanderbilt, Fisk and Drew for the control of that great corporation, held in his actual custody the millions for which those giants of Wall street contended. Mr. Fisk and Mr. Drew both sought his influential aid in that historic controversy.

It was through his influence that The New Jersey Central Railroad was enabled to obtain a right of way through Hudson county and make Jersey City its Hudson river terminus in place of Elizabeth.

In 1866, The Northern Railroad of New Jersey came into Mr. Sisson's control by purchase. He was elected president of the company and then engaged in vast operations on his own account in real estate. He purchased lands at intervals all the way from Englewood to Nanuet a distance of seventeen miles, started villages, built the Highwood House at Tenaflly, with others, and by his well directed efforts not only secured an ample increment to his fortune, but greatly promoted the traffic and interests of his railroad.

Endowed by nature with overflowing vitality, Mr. Sisson maintained his remarkable strength for many years, taxed as it was with great labors and heavy responsibilities, by open air life and horseback exercise. He was fond of the society of the young, and, from the stores of a wide experience, took pleasure in giving them that wise counsel which is invaluable to those who are on the threshold of the battle of life and without which so many fail. While generous in aiding the active and energetic, to the indolent he was impatient. His foresight was as remarkable as his energy in execution. A characteristic trait was his patience under attack. He knew the virtue and power of silence, and trusted wisely to time for a correct judgment of his acts in the very few instances in which he was misrepresented. He spent little or nothing for his own gratification. Achievement, the execution of bold and great designs, and the accumulation of money were to him the pleasures of life, and he amassed a fortune of several millions, which he gave entirely to his children.

Mr. Sisson was married three times—first, to Martha, daughter of Asa Wheeler of North Stonington; secondly, to Nancy Mary, daughter of Judge Elias Hewitt of the same place, of which marriage there was one child (Elias H. Sisson, who now resides at Tenaflly); and thirdly, to Mary Elizabeth, daughter of Myndert Garrabrant of Jersey City. His third wife died in 1879, leaving a large estate of her own to three sur-

living children. Four children of Mr. Sisson survived him: Eva B., wife of John Hull Browning of Tenaflly, now president of The Northern Railroad of New Jersey; Elias H. Sisson of Tenaflly; Charles G. Sisson, now deceased, and Elizabeth B., wife of James Wilkinson, since deceased. Mr. Sisson died, Aug. 21, 1874, in Tenaflly, N. J.

JACOB SKINKLE, for more than half a century a well known merchant and capitalist of Newark, the metropolitan city of New Jersey, whose portrait appears on the next page of this volume, was born, June 9, 1815, a native of Claverack, Columbia county, near the city of Hudson, N. Y., where he passed his early life, and was educated at its academy. His early ancestors were Hollanders, who immigrated to New Amsterdam in colonial days and settled at Claverack, where Jehoiakim Skinkle and Catalina Leggett, his parents, were born.

In early life, the subject of this sketch removed to Newark and learned the trade of a carriage manufacturer in the celebrated establishment of James M. Quinby. After serving his apprenticeship, he commenced the business of a wholesale and retail grocer and continued therein successfully until his retirement several years preceding his decease.

Becoming an extensive owner of good real estate in Newark and elsewhere, Mr. Skinkle devoted his later years to the enhancement of its value and sale. He always manifested a deep interest in municipal affairs in Newark and frequently took an active part in their advancement. As a successful financier, he enjoyed a deserved reputation, his opinions being frequently requested by his business friends.

He married Miss Eliza Sloan Boylan of Newark, in 1839, a son and a daughter being the issue of their union. William Leggett Skinkle, the son, died in France, at the age of thirty-five years, never having married. The daughter became the wife of Frank B. Allen, a lawyer of Newark, largely interested in real estate. She died in 1895 at their home in East Orange, N. J. Mrs. Skinkle was a descendant of colonial stock, which had settled in Morris county, N. J., long prior to the War for national independence. Her remote maternal ancestors were the Dunlaps, who lived at Cherry Valley at the time of the great Indian massacre there, and most of them were then killed by the savages. Dr. Samuel Dunlap, a celebrated divine and educator of his time, conducted a classical school not far from the scene of the massacre. Dr. James Boylan, the paternal grandfather of Mrs. Skinkle, located at Baskingridge in Morris county, N. J., in his early life, married there, and up to the date of his decease was a successful practicing physician. Her father, Aaron Boylan, and her three brothers, Aaron Ogden, David Kirk and James Harris, were all members of the New Jersey bar. Mr. and Mrs. Skinkle were members of the First Reformed Church of Newark at the time of his decease in Newark, May 18, 1890.

WILLIAM LEGGETT SKINKLE, only son of Jacob and Eliza S. Skinkle, was a native of Newark, N. J., and resided there during his life. His portrait appears upon a following page. His remote ancestors on the paternal side were Hollanders, who settled at Claverack, in the State of New York, where his father was born. He received his preparatory education in the Newark academy and his degree from Rutgers college in 1877. Soon thereafter, in company with Charles Heath, a college chum, Mr. Skinkle visited Europe for pleasure and remained there three months.

Upon his return from Europe, he began the study of law in the office of Cortlandt Parker of Newark, and three years later was admitted to the bar of New Jersey. He



J. Skinner



W. B. Skirrell

subsequently, in the company of his mother and only sister, revisited the continent, remaining abroad with them for eighteen months and visiting all points of interest.

His last trip there was made soon after the marriage of his sister in the Spring of 1889, and was intended more especially for the benefit of his health, he having had a severe attack of malaria. While in Paris, he was prostrated with the grip and by advice went to Nice, France, where the severity of the attack and the inclemency of the weather long protracted caused his death, April 13, 1890. While abroad on his last visit, he received a very cordial welcome from Doctor Terhune and his wife (Marion Harland), the former of whom had been for several years pastor of the church which he attended in Newark, and who regarded him highly. His remains were brought home and buried in Mount Pleasant cemetery two weeks preceding the decease of his father.

During his brief life he was greatly esteemed, socially and professionally, for his sterling qualities of character.

MARK SKINNER, lawyer, Chicago, Ill., was born in Manchester, Vt., Sept. 13, 1813, and died at the Equinox House in Chicago, Sept. 16, 1887. Richard Skinner, his father, was Governor, Member of Congress and Chief Justice in Vermont. Mark graduated from Middlebury college, studied law in Saratoga and removed to Chicago a young man. The city was yet a small and straggling but growing town, and Mr. Skinner attracted attention at a very early day by winning manners and a progressive and resolute spirit. He rose so rapidly as to be elected, in 1851, Judge of Common Pleas. The Chicago & Galena Railroad and The Chicago, Burlington & Quincy Railroad were both promoted by him with energy, and he served as a director of both. Law practice and railroad investments brought Mr. Skinner a comfortable income, a portion of which was devoted with handsome results to the purchase of down town real estate. Judge Skinner's large and valuable library was burned in the fire of 1871, but he gathered another of equal size soon thereafter. He married Elizabeth Williams, and had six children, Francis, wife of Henry J. Willing, Mrs. Ambrose Cramer, Elizabeth and Frederika Skinner, and two sons. The sons passed away before him.

HORATIO NELSON SLATER, manufacturer, Webster, Mass., born in Pawtucket, R. I., died in Webster, Mass., Aug. 17, 1888, at the age of eighty. He was a son of Samuel Slater, the father of the cotton manufacturing industry. Horatio grew up in his father's factories, which, in consequence of the rapid expansion of industry during the "era of good feeling," grew to large proportions. After 1875, he employed his capital in factories of his own, and was president of The Slater Cotton Mills in Pawtucket, and either president or treasurer of The H. N. Slater Woolen Co., The Slater Manufacturing Co., and The H. N. Slater Cambric Works, of Webster, Mass., and The Sutton Manufacturing Co., of Wilkinsville, Mass. More than 2,000 people were employed in these works. Mr. Slater was a man of unusual capacity, far seeing, energetic and upright, and he managed the large properties referred to with skill and success, gaining by his untiring labors one of the large fortunes of New England. The railroad from Webster to Worcester, Mass., a branch of The Boston & Albany, was built by him. Never unmindful of the claims of charity, religion and education, he gave liberal sums to each cause, including \$50,000 to Brown university. His wife survived him with two children, Horatio N. Slater, jr., of Webster, Mass., and Mrs. E. E. Bradford, of Springfield, Mass.

JOHN FOX SLATER, manufacturer, Norwich, Conn., who died at his home in that city, May 7, 1884, at the age of sixty-nine, was a son of John, brother of Samuel Slater, between whom is divided the honor of being the pioneer and father of the textile industries of America. John F. Slater, born in Slaterville, R. I., March 4, 1815, took charge of a mill in Hopeville, Conn., at the age of nineteen, and carried it on with much success. In 1840, he established his home in Norwich, and ever thereafter was a resident of that city. He inherited a large share of the estate of John Slater in 1843 and carried on business in company with his brother, William S. (meantime buying the interests of the heirs of Samuel Slater), until 1872, when the estate was divided. William took the Slaterville property, which had been greatly developed, and John F., the partnership mills in Connecticut. He also had a large one of his own at Taftville on the Shetucket river above Norwich, which he had established in company with Edward P. Taft. The latter enterprise had been incorporated in 1869, with a capital of \$1,500,000, as the Ponemah Mills, with Mr. Slater as president. Mr. Slater had various independent interests and was a director in The Washburn & Moen Manufacturing Co. of Worcester, Mass., and The Chicago & Alton Railroad and a shareholder in banks, railroads and other enterprises. Through sagacious management, he acquired a fortune of \$8,000,000 and was regarded as the richest man in Connecticut. In April, 1882, Mr. Slater gave \$1,000,000 for the education of the negro race in the South, placing control in the hands of a board of trustees, composed of men of high character and position. For this act, Congress presented Mr. Slater with a vote of thanks, Feb. 6, 1883, and ordered a gold medal struck and given to him in recognition of his generosity. In creed, a Congregationalist and a devoted Christian, in politics, a Republican, and in appearance, a tall, spare, erect man, with short gray whiskers, Mr. Slater was notable for refinement, intelligence, purity of character, breadth and exactness of views, and unwearying benevolence. May 13, 1844, Mr. Slater married Marianna Lanman Hubbard and had six children, of whom the only one now living is William A. Slater.

JACOB SLEEPER, merchant, Boston, Mass., a native of New Castle, Me., born Nov. 21, 1802, died, March 31, 1889, at his home in Boston. The bent of mind was shown, even in youth, when he gave to his church the first \$50 he ever earned. In 1825, he settled in Boston and there acquired, in mercantile pursuits and real estate transactions, a fortune, from which he made generous gifts to education, religion and individuals. In early life, he failed in business, but every cent of debt was repaid with interest in later years. Mr. Sleeper never thought of money except as a means of enabling him to lessen the burdens or increase the comfort and well being of others. During his busiest years, he served in the Massachusetts House of Representatives, 1851-52, the Boston Board of Aldermen, 1852-53, and the Council of two Governors, Banks and Andrew, 1859-61. As a trustee of The Massachusetts Bible Society and Wesleyan university, which latter institution he served, 1844-80, and as vice president of the corporation of Boston university, overseer of Harvard college, 1856-68, and vice president of The American Bible Society, he accomplished many things of value to religion and education. The office he most esteemed, however, was that of superintendent of the Sunday school of the Bromfield Street Methodist church in Boston, which position he held for fifty-nine years. When Boston university was organized, he was one of the three founders, and Jacob Sleeper Hall was subsequently built upon the site of the Somerset Street Baptist church through his efforts. The New England

Conservatory of Music, The Wesleyan Missionary Home and no less than a hundred churches in New England received contributions from him. Numerous bequests to religious objects appeared in his will. Three daughters survived him, Caroline, wife of Joseph W. Harper of New York; Mary Elizabeth, widow of George Davis; and Julia, wife of Edward P. Dutton, and one son, Major J. Henry Sleeper, who won distinction in the Civil War as commander of the 10th Mass. Battery.

GEORGE BEALE SLOAN, a merchant and public man of Oswego, N. Y., is a descendant of excellent families of New Hampshire and Massachusetts, and was born in Oswego, June 20, 1831.

During early boyhood, he attended such public schools as there were in those days, but the necessity for remunerative employment was impressed upon his mind early in life. Not only was he inspired with intuitive ambition to take an active part in affairs, but there came upon the sturdy lad responsibilities not usually the lot of a youth of his age. At a period when most boys have no anxieties or cares, young Mr. Sloan was compelled to face the serious side of life. How to acquire the ability to meet financial responsibilities, not only for himself but for others, was a problem, which, pressing for solution at that early age, was an omnipresent one. At the age of fourteen, therefore, when companions more fortunately circumstanced were preparing for college, he found employment in a country store, at a salary which would now be considered a mere pittance, inadequate to the service rendered. But so eager was he to obtain a knowledge of business and equipment for promotion that he cared little for the amount of salary. He began with the simplest work, was interested in all he did, and paid close attention to details. His services proved satisfactory, and a higher salary and more important duties were soon bestowed upon him.

Before attaining his majority, the young man ventured to embark in business for himself with a friend of about his own age for a partner, but soon discovered that he was not likely to realize his expectations, and thereupon severed the connection and again accepted a salaried position. Ambition soon impelled him to a second attempt on his own account, or, if not solely for himself, then at least as a partner in another venture, encouraged to do so by hopeful determination, whether it should turn out well or ill. The association proved uncongenial and unprofitable, but was nevertheless continued until a more promising opportunity should offer. One soon came to him, resulting in his engaging in business with a gentleman greatly his senior, and thereby becoming an active partner in a thriving firm in Oswego for seven years. At the end of that time, although the co-partnership thus formed was remunerative and satisfactory, Mr. Sloan thought a wider field was opened to him with the right connection, and when the chance came to make it by joining in establishing the firm of Irwin & Sloan, the decision was promptly made. The senior partner of that firm, Theodore Irwin, then a young man, had already, joined to high character, an enviable reputation for business capacity, and inasmuch as the two men had long been friends and had both been trained in the same lines of business, they incurred little risk in associating themselves for mutual effort and advantage. It is not too much to say that no business partners in the city of Oswego or elsewhere have preserved more even or more cordial relations than the members of that firm.

The house of Irwin & Sloan for twenty years was extensively engaged in an active grain and flour commission and warehousing business. The location of Oswego at



Geo. A. Han

the mouth of a river of the same name, which yielded enormous water power, had created a large local market for grain in the manufacture of flour and starch, and the ease of access to the grain fields of Canada and the West by way of the Lakes on the one hand, and to the ocean by way of the New York canals on the other, afforded the means of a trade far beyond the bounds of locality. The clear heads of Mr. Irwin and Mr. Sloan enabled them to avail themselves of their opportunity and to profit by it. During the twenty years of their association, the firm carried on the largest business ever transacted in Oswego with the grain ports of the West and Canada, the transactions involving many millions of dollars and bringing them a large income. There was no exception to their continued prosperity during a single year of the existence of the firm. Not only were the partners uniformly successful, but no merchants in Oswego ever enjoyed a higher reputation for probity and ability. The name of Irwin & Sloan was as well known and, one might say, as highly regarded for financial soundness in the banks of Canada, as the circulating notes or bills of exchange of those banks. Since the dissolution of Irwin & Sloan in 1884, the business has been carried on by Gaylord, Downey & Co., all of the members of which had been junior partners in the old organization.

It is characteristic of Mr. Sloan that his investment of profits should be largely in the field of productive industry, his wealth giving to others employment and the chance of a livelihood. He is a stockholder and director in manufacturing companies in Oswego, and has been, since 1884, president of The Second National Bank.

Although a busy merchant and financier, Mr. Sloan has been called to responsible public office by his fellow citizens, though never a candidate for such positions, except in response to the unsolicited request of the people of his district. An uncompromising Republican, he strongly supported the cause of the Union during the Civil War, and was four times elected to represent his district in the State Assembly, namely, in 1874, 1876, 1877 and 1879, and was, during two terms, chairman of the Committee on Ways and Means, and one term Speaker of the Assembly. He was also three times elected to the State Senate and served continuously, 1886-91. During this service, he was conspicuous as chairman of the Finance Committee, although serving on the Committees on Canals and Rules. Vigilant and vigorous contention for honest and provident expenditure of the State funds earned for him the sobriquet of "Watch dog of the Treasury." It is a proverb at Albany among the habitués of the capital that no Senator ever exercised more determined watchfulness over the finances of the State, or defeated a larger number of objectionable financial bills, than Senator Sloan. The Senator has been in the habit of attending Republican conventions in New York State for many years. In 1888, he represented his district in the Republican National Convention, which nominated Harrison and Morton. His name was placed on the Republican ticket as a Presidential Elector in 1884, and again in 1892.

In 1889, President Harrison tendered to Mr. Sloan the office of Assistant Treasurer of the United States in New York city; but Mr. Sloan declined, because of the then small Republican majority in the Senate and the importance of certain pending legislation, which, without his vote, would be in danger of defeat. In 1892, the Governor of the State of New York appointed Mr. Sloan to serve as one of the Commissioners at the World's Columbian Exhibition in Chicago, and the duties were faithfully performed.

Mr. Sloan lives in a fine house in Oswego, surrounded by ample grounds and located close to the margin of Lake Ontario. He is domestic in his tastes, spending nearly all of his leisure hours with his family. He was married in 1856 to Miss Alvira, daughter of Albert Crane, a prominent and highly respected merchant of Oswego, and his children are Robert Sage Sloan, who is married, George B. Sloan, jr., who is unmarried, and an only daughter, Helen Laflin, widow of the late Lieut. Danenhower of Arctic exploration fame. Mrs. Danenhower and her two children make their home with Mr. Sloan. No one more enjoys the society of congenial friends than the inmates of this hospitable home, and no visitors ever leave it feeling that they have not been cordially received, nor does any deserving charity turn away empty handed. Mr. Sloan has been known from his youth as a generous man. It may be said upon the testimony of his townsmen, that there is not a benevolent institution in Oswego, and the city contains many, nor is there a public enterprise instituted to benefit the city, whose exchequer has not received from him some contribution, great or small.

Mr. Sloan is an Episcopalian and when at home a constant attendant upon the services of Christ church. He is not narrow in his religious views, however, but sympathizes with all, and gives to all whose claims to generosity appeal to his judgment. He is a member of the Union League club of New York city and of the Republican club across the street on Fifth avenue, composed of a high class of men, who constitute a hard working and effective element in that party.

RUSH R. SLOANE, lawyer and financier of Sandusky, O., whose portrait appears on the next page, born in that city Sept. 18, 1828, is a grandson of William Sloane, an officer in the American Revolution, who died for his country with British bullets in his body, and from him derives his eligibility to membership in The Society of the Sons of the American Revolution, of which he is a prominent member. On his mother's side of the family, descent is traced from Elder John Strong of Northampton, Mass. William Sloane and John, his brother, first settled in the town of Lyme, N. H., in 1764.

Educated by thorough and comprehensive study, as a lawyer, the subject of this sketch had little difficulty in making himself well and favorably known in Sandusky and was twice elected Probate Judge. A zealous opponent of slavery, Judge Sloane had the honor to be, for professional services to prevent kidnapping, the only victim of the Fugitive Slave Law of 1850. Resigning the Judgeship to accept appointment from President Lincoln as General Agent of the Post Office Department, he discharged the duties of the place with fidelity, and aided to organize and joined Clay's brigade to defend Washington and protect the President from capture. A strong Republican, as manager of the canvass in 1861 and 1866, he was largely instrumental in electing John Sherman, United States Senator. The prominence of Judge Sloane in the councils of the party in Ohio is further denoted by the fact that in 1865-66, the Republican State Central Committee elected him its chairman. Several times, his friends have named him prominently for Congress, and in 1872 he became the candidate of the Greeley (Liberal) party for the place. In 1879, the city of Sandusky made him Mayor for a two years' term.

Judge Sloane has been a promoter of railroad building in Ohio and actually built the line between Columbus and Springfield. In the construction of the short line between Dayton and Cincinnati, he was one of the originators and director. The Mad River Railroad, lying between Sandusky and Dayton, was rebuilt by him, and at differ-



Rush R. Sloane

ent times he has been president and director of five railroad corporations. He has amassed a fortune by operating in railroad securities and real estate, largely in Chicago. In that city, many expensive buildings have come into being through his enterprise, including one whole block, and he also erected the Sloane House in Sandusky and a fine residence there. By reason of his writings and donations, historical societies in several States have elected him to honorary membership, and he is now vice president of The Firelands Historical Society of Ohio.

Judge Sloane lives in good style, dispensing a generous hospitality, and, surrounded by his family, enjoys a pleasant social life, warm in his friendships and cordial to all.

ELLIOTT TRUAX SLOCUM, financier, Detroit, Mich., born in Trenton, Wayne county, Mich., in 1839, is the only son of Giles Bryan Slocum, formerly a resident of New York State but later a useful and widely known citizen of Michigan. On the paternal side, Mr. Slocum can trace his line back for ten generations to Anthony Slocum, one of forty-six "first and ancient" purchasers of the territory of Cohannet, now Massachusetts. Next in descent came Giles Slocum, the common ancestor of all the Slocums, whose American lineage has been found to date from the seventeenth century, who was born in Somersetshire, England, and settled in Portsmouth township, R. I., in 1638, dying there in 1682. Then followed, respectively, Samuel, Giles, Joseph, Jonathan, Giles, Jeremiah and Giles B. Slocum. Frances Slocum, "The Lost Sister of Wyoming," whose life, wanderings and death are so interestingly set forth in a work on her life, by John F. Meginness, was a sister of Giles Slocum, the great grandfather of the subject of this sketch. Sophia Maria Brigham Truax, mother of Elliott Truax Slocum, is a native of Michigan and a daughter of Col. Abraham Caleb Truax, who came to the Wolverine State in 1800 from Schenectady, N. Y., served as a volunteer in the United States Army at the time of Hull's surrender, and became a prominent merchant in Detroit in 1808. He was a cousin of Stephen Van Rensselaer, Patroon of Albany.

The subject of this sketch prepared for his higher education with the Rev. Moses Hunter of Grosse Isle Mich., and graduated from Union college in 1862. The Rev. Dr. Eliphalet Nott, then president, signed Mr. Slocum's diploma as Bachelor of Arts, this being one of the last to which that celebrated divine affixed his autograph. In 1869, Mr. Slocum received the degree of Master of Arts at the University of Michigan, where his studies included a course in civil engineering and surveying. He immediately engaged with his father in the management of extensive land, lumber and farming interests, including the largest sheep farm in Michigan.

Meanwhile, as a born American, Mr. Slocum became more or less interested in politics, and familiarized himself especially with questions relating to economics. These investigations proved of value to him in reaching intelligent views by which to regulate his own actions and those of others in public affairs. In 1869, the Republicans of the Third District, which had been strongly Democratic, elected Mr. Slocum to the Legislature, and, although the youngest Senator in the State, he took a prominent position at the State capital and served with honor to himself and the satisfaction of his constituency. Mr. Slocum has taken an active part in many other important Senatorial contests. In 1886, he was appointed a Park Commissioner of Detroit, and was in turn commissioner, vice president and president of the Board for several years. During several trips to Europe, Mr. Slocum was naturally attracted by the



Elliott T. Loomis

wonderful dykes of Holland, which have enabled the Dutch to reclaim vast tracts of low lands from the sea, and he spent some time in studying the methods and results of the Dutch engineers. The knowledge thus gained, together with a careful study of the parks of Europe and his own engineering knowledge, came into useful play in the smaller field of Belle Isle Park. He succeeded his father as trustee of The Saratoga Monument Association of New York, and, with George William Curtis, Samuel S. Cox, John H. Starin and others, took an active interest in the erection of one of the finest monuments in the world on the battlefield of Burgoyne's surrender at Schuylerville, N. Y., near the home of his father's family.

Mr. Slocum was one of the first directors of The Chicago & Canada Southwest Railroad and did much to secure the right of way. It is now a part of the Michigan Central system. In the management of extensive business interests and the creation and development of new projects, Mr. Slocum has displayed courage, activity and good judgment and has been uniformly successful. He has made frequent trips to different parts of the State, examined many pieces of property and promoted mercantile, banking and manufacturing enterprises. He is now largely interested in lands in Wayne, Muskegon, Oceana, Newaygo, and Kent counties, Michigan, and is the owner of large tracts in Upper Michigan and Wisconsin, richly supplied with timber and mineral deposits, which have become valuable through the development of railroads.

The village of Slocum's Grove in a large tract of his timber in Muskegon county owes its creation to his energy. One of the founders and vice president of The First National Bank of Whitehall and director in The Detroit National Bank, he is also a stockholder in several of the leading corporations and trust companies of Michigan, and has recently been elected a director of The Union Trust Co., and is the owner of several business blocks and dwelling houses in Detroit. A member of the most prominent clubs, he is also, by virtue of his lineage, a member of The Society of The Sons of The American Revolution.

He was married, July 30, 1872, to Charlotte Gross, daughter of the late Ransom E. Wood, an old resident and wealthy capitalist of Grand Rapids, Mich. Mrs. Slocum died at Dresden, Germany, June 6, 1891. Mr. Slocum has two homes, one in Detroit, and the other on Slocum's Island, near Trenton in Wayne county. Those who knew Mr. Slocum appreciate him for his independence, his high sense of honor, and the courteous frankness with which he presents his views, without demanding that others shall endorse or adopt them. Public life and private enterprise have given him a wide personal acquaintance.

ALEXANDER SMITH, manufacturer, Yonkers, N. Y., born Oct. 14, 1818, near Trenton, N. J., the son of Nathaniel and Eleanor Stout Smith, farmers, traced his pedigree to Dutchmen, who settled in the Hudson river region in the early days. Taught in the common schools of New Jersey, Mr. Smith gained his first business experience in a country store in West Farms, Westchester county, N. Y., whither the family had removed about 1834. About 1844, Mr. Smith established a small shop for the manufacture of looms and carpets at West Farms, and by careful fostering and ingenuity in invention developed the enterprise, step by step, in spite of the burning of the factory twice. After the second fire, in 1864, he re-established the mills in Yonkers, N. Y., which thereafter became his home. He was a man of remarkable energy, sens-

ible, shrewd, and fond of occupation, and he made the two mills which he built in Yonkers one of the leading industries of the Hudson river valley, employing 1,600 operatives. His last invention, a loom for weaving fine carpets, proved so valuable that leading manufacturers in France and England applied for and secured the right to use it. In 1873, Mr. Smith admitted his sons to partnership under the name of Alex. Smith & Sons. They are now incorporated as The Alex. Smith & Sons Carpet Co. In 1878, Mr. Smith took the Republican nomination as Member of Congress, and after an energetic canvass was elected, Nov. 5, but died on the night of his election. The first wife of Mr. Smith was Jane Baldwin, by whom he had two children, Warren B. Smith, and Eva S., wife of William F. Cochran, the latter now treasurer of the company. Later, he married Mary Lewin Thomas. Warren B. Smith succeeded to the presidency of the company,

ALFRED SMITH, realty owner, born in Newport, R. I., Dec. 6, 1809, died in the same city Oct. 26, 1886. The English ancestor of this family settled in the new world in 1710, and Benjamin Whitehead Smith, father of Alfred, supported his wife, Hannah Howard, and his family, by the trade of a carpenter. After an education in Middletown, R. I., Alfred Smith settled in Newport and learned the trade of a tailor and cutter from Isaac Gould. He practiced this calling in Newport and Providence, and later on Broadway in New York city, retiring from the business in 1846. While living in New York, Mr. Smith often visited his native city, and he finally superintended the building of Summer homes for some of the first non-residents of Newport to establish country places there. Mr. Smith then identified himself with the promotion of real estate interests in Newport, and became the pioneer, and, in fact, for many years the only real estate broker in the city. The residents called him a "real estate king" on this account. When Bellevue avenue was opened, much of the real estate upon that thoroughfare changed ownership through the hands of Mr. Smith. Mr. Smith was, perhaps, the first to enter upon the leasing of Summer residences. Several villas belonging to persons of position came into his possession by foreclosure. Public office never drew him away from business pursuits. A chime of bells and a fully finished parsonage were presented to Channing Memorial Church by Mr. Smith, and the Unitarian society of the town of Dighton, Mass., received from him a Memorial Hall in honor of his wife. Mr. Smith married Ann Maria Talbot, of Dighton, Mass., and there were born to them five children—Howard Smith; Ellen Talbot, wife of A. Prescott Baker; Harriet Fisher, wife of Seth H. Brownell; Mary Luther, wife of Thomas A. Lawton; and Charles Talbot Smith.

EGBERT TANGIER SMITH, land proprietor, Brook Haven, N. Y., was a son of William Smith, owner of the Manor of St. George. Born at the manor house, Aug. 27, 1822, he died there July 8, 1889. Educated in Clinton academy and Princeton college, he studied law and busied himself with the affairs of the manor, until he inherited the property in its entirety from his father. All of this land had been in the possession of the family for over two hundred years. A love of politics was a part of his legacy from public spirited ancestors, and had his health permitted, Mr. Smith would have devoted more time to public affairs. He was twice a member of the lower House of Congress, and it was Mr. Smith who introduced the celebrated Nicaragua resolutions, and it is believed that this movement, having been brought to the attention of President Monroe, was largely instrumental in inducing the President

to announce what was afterward known as the "Monroe Doctrine" in South American affairs. Mr. Smith's coat of arms had never been quartered, and, although many others are in the family, the family yet use the arms as their ancestors have done for two hundred years this side of the ocean. He was fond of travel and had crossed the Atlantic eight times. Mr. Smith married, late in life, Miss Annie M. Robinson, the beautiful daughter of Capt. Joseph Robinson and an accomplished woman, who filled her position with credit. Their children are William E. T., Clarence Grant T., Martha T., and Eugenie A. T. Smith. William, the oldest son, inherits a love of politics and has recently entered the arena of affairs successfully. Clarence having received two diplomas and his degree of Master of Laws from Cornell university, chose the law for his profession and has been admitted to the bar. He had previously argued a case for the estate before the Supreme Court by special permission of the judges. Eugenie inherits the tastes of her mother and excels in art and music. Upon the death of Mrs. Smith, while the family were young, the youngest six years old, the children were reared by the eldest daughter, Martha. This family are hospitable and many distinguished people have been entertained by them.

GERRIT SMITH, financier, Peterboro, N. Y., was the son of Peter Smith, a pioneer in the fur trade, once a partner of John Jacob Astor, and the owner of nearly a million acres of wild lands in the counties of Madison, Oneida and Chenango, N. Y. Gerrit Smith was born in Utica, N. Y., where his father had established a trading station, March 6, 1797. He died, Dec. 28, 1874, at the home of his nephew, John Cochrane, in New York. Graduating from Hamilton college in 1818, he entered upon the improvement and management of his father's large estate in land. He inherited nearly the whole of this property, and during an active and remarkable career of nearly sixty years, founded many villages and industries. Peter Smith had been a slaveholder, but Gerrit became conspicuous early in life for his hatred of the institution and his relentless opposition to human bondage. He aided in colonizing Kansas with free-men from New England and was an intimate friend of John Brown. At the age of fifty-six, he mastered the law in the furtherance of his devotion to freedom and was admitted to practice, and, in 1852, elected to Congress. He was an active supporter of temperance and favored woman suffrage, abstinence from tobacco, and the property right of women. Entertaining a conviction finally that a monopoly of ownership in the land was wrong, he gave away nearly the whole of his vast estate to churches, colleges, and actual settlers. A pen ever active produced many essays on theology and public affairs. When death overtook him, Mr. Smith was yet the owner of a million, left from an estate of nearly \$10,000,000. His heirs were his wife, the late Mrs. Ann C. Smith, his son, Green Smith of Peterboro, who died in 1880, and his daughter, Elizabeth S., wife of Colonel Miller of Geneva, N. Y.

HORACE SMITH, manufacturer, Springfield, Mass., spent his life in the manufacture of rifles, revolvers and military material, and, at its close, left the fortune he had acquired mainly to philanthropy and religion. A native of Cheshire, Mass., he died, Jan. 15, 1893, in Springfield, Mass., at the age of eighty-five. Early in life, he entered the United States Armory in Springfield as a machinist, and while there, he invented a hammer check machine for government use. In 1840, he removed to Norwich, Conn., and there manufactured fire arms, including the famous volcanic rifle, in the firm of Smith & Wesson. The partners separated, however, but joined hands

again in 1857 in Springfield, Mass., under the former name of Smith & Wesson. They possessed valuable patents and acquired an extended trade. In 1874, Mr. Smith retired, and long managed The Chicopee National Bank, as its president.

JOHN GREGORY SMITH, railroad president, one of the distinguished War Governors of Vermont, and a conspicuous figure for many years in political and railway circles, was born in St. Albans, Vt., July 22, 1818, and died in his native town, Nov. 6, 1891. The ancestors of Governor Smith were of patriotic Puritan stock, who settled in Massachusetts in early colonial times.

John Smith, father of J. Gregory Smith, was born in Barre, Mass., in 1789, but removed to Vermont at the close of the last century. He was a successful lawyer and attained distinction at the bar and in politics, having been Speaker of the Vermont House three terms, and in 1839 elected a member of Congress. He was one of the pioneers and prime movers in the construction of The Vermont Central Railroad, and first president of the company.

J. Gregory Smith followed in the footsteps of his father. He received his preliminary education in the public schools, and at the age of nineteen entered the University of Vermont at Burlington, from which institution he graduated with honors in 1841. He subsequently graduated from the law department of Yale college, and became associated with his father in the law business, in which he met with marked success. In 1858, however, Mr. Smith became actively interested in railroad affairs and succeeded his father in the management of The Vermont Central and The Vermont & Canada Railroads, being chosen a trustee and manager of each of the two roads. From that time forward, he devoted considerable of his time to the management of this railroad system, which then comprised 150 miles of track. In 1858, he also entered political life, being elected in that year State Senator from Franklin county. He was re-elected in 1859 and 1860. In 1861, Mr. Smith was chosen town Representative from St. Albans, being re-elected in 1862 and made Speaker of the House, an office he filled with marked ability. His popularity in the Legislature and his patriotic devotion to the Union cause led the Republican State Convention of Vermont, July 8, 1863, to nominate him unanimously for Governor. He was triumphantly elected, and was re-elected in 1864. Governor Smith was frequently called to Washington during the War to confer with President Lincoln and Secretary Stanton, and often visited the camps of the Vermont troops at the front. Frequent visits were paid by him to the hospitals, where he did what he could to comfort and cheer the sick and wounded soldiers of the Green Mountain State. At the close of the battle of Fredericksburg, Governor Smith was personally present upon the field, directing his corps of surgeons, laboring with his own hands, hunting up the sick and wounded, giving his own cot for their use, sleeping upon the bare ground and doing all in his power to relieve suffering. He was also present by invitation at the memorable conference between President Lincoln, Secretary Stanton and General Grant, when the latter was selected to command the Union armies. During the period of threatened invasion from Canada by Southern refugees, after the St. Albans raid, President Lincoln summoned Governor Smith to Washington, to confer with him concerning the defense of the border. As a result, the Governor of Vermont raised twelve regiments of infantry, and the general government armed them. Governor Smith vigorously prosecuted the work of raising volunteers, and, from beginning to end, gave valuable assistance to the government in



James
Tully
Gregory Smith

carrying on the War for the Union, being one of the most active of the loyal Governors of the States, and never sent to the War a single paper man.

During his occupancy of the executive chair, the practical management of The Vermont Central Railroad devolved upon his associates, Lawrence Brainerd and Joseph Clark, trustees. Governor Smith, however, was a man of great mental resource, and during his administration became interested in the construction of a transcontinental railroad. As early as 1864, he became prominently identified with The Northern Pacific enterprise. That year, he appeared before a Congressional committee in Washington in behalf of the project, and, largely through his influence, a charter was granted in due time for The Northern Pacific Railroad. Governor Smith was one of the incorporators of the company and was chosen its first president. Nearly every one of the corporators abandoned the great enterprise soon afterward, owing to the difficulties and discouragements which beset them, but Governor Smith retained an unbounded confidence in the future of the project and succeeded in interesting J. Edgar Thomson and Thomas A. Scott of The Pennsylvania Railroad, Benjamin P. Cheney of Boston, William B. Ogden of Chicago, and other capitalists, in the work. Jay Cooke & Co., the well known Philadelphia bankers, became financial agents for the company, and within a short time subscriptions amounting to \$5,600,000 had been obtained for the construction of the road. As president of the company, J. Gregory Smith visited the Northwest and did much to awaken the people of that section to the importance of the project. In a memorial presented to Congress in 1868, he spoke in a prophetic manner of the resources of the Northwest and the advantages to be gained by the construction of The Northern Pacific. Governor Smith was continued in the presidency for six years, and from 1869 to 1872 was active and zealous in prosecuting construction work. Under his management, the line was built from Lake Superior to the Missouri river in the East, and from Columbia river to Puget Sound in the West, a total of 555 miles of track. In 1872, when the prospects of The Northern Pacific seemed the brightest, and when President Smith had made arrangements with Jay Cooke & Co., to furnish the necessary funds for building the road through Dakota, a financial panic occurred, which paralyzed the enterprise. Failing health and the urgent demand for his services at home precluded Governor Smith from continuing longer in the management. His associates in the company earnestly requested him to retain the presidency, and upon his declining testified their appreciation of his services by passing a series of complimentary resolutions.

In 1872, Governor Smith resumed the active management of The Vermont Central Railroad system, and remained at the head of its affairs until his death. In 1872, the Legislature incorporated The Central Vermont Railroad, and Governor Smith became president of the new corporation, which was subsequently constituted receiver of The Vermont Central and The Vermont & Canada Railroads. The Central Vermont system gradually expanded until it embraced The New London Northern, The Rutland, The Ogdensburgh & Lake Champlain, The Missisquoi, The Burlington & Lamoille and several other lines, embracing in its ramifications four States and comprising 850 miles of main track, extending from Ogdensburgh, N. Y., to New London, Conn. The system also included steamship lines on the great lakes and on Long Island sound. The work of building up and operating this extended system rested mainly on Governor Smith, whose executive ability and sagacity were fully demonstrated by its success. In 1884,

the receivership was concluded and The Consolidated Railroad of Vermont took possession of The Vermont Central and The Vermont & Canada Railroads. The consolidated roads were subsequently leased to The Central Vermont Railroad, which continued to operate the system up to the death of Governor Smith.

During the twenty years intervening between 1872 and 1892, Governor Smith was frequently honored by his fellow citizens with political preferment. He was elected a delegate at large to the Republican National Conventions in 1872, 1880 and 1884, serving as chairman of the Vermont delegation on each occasion. In 1872, he supported President Grant for renomination, and in 1880 and 1884, he voiced the expressed sentiment of the State in advocating the nomination of George F. Edmunds for President. He had several opportunities after the War to go to Congress, and, in 1866, when a Senatorial vacancy occurred upon the death of the Hon. Solomon Foote, he was offered the Senatorship by Gov. Paul Dillingham, but declined the honor. He was a Commissioner to the Paris Exposition in 1878 and chairman of the Vermont Commission at the Washington Centenary in New York in 1889. The Republicanism of Governor Smith was of a sterling quality. His close and confidential relations with President Lincoln have already been referred to, and he enjoyed the intimate friendship of Presidents Grant, Garfield and Harrison as well. In 1867, Edwin M. Stanton was entertained as a guest at Governor Smith's home at St. Albans, and, in 1891, President Harrison became his guest also. Governor Smith's family at the time of his death consisted of his wife, Ann Eliza Brainerd, whom he had married in 1842, and five children—George Gregory, Edward Curtis, and Annie B. Smith; Julia B., wife of Oliver Crocker Stevens; and Helen L., wife of D. Sage Mackay.

Governor Smith was connected with numerous enterprises during his latter days. He held the office of president of The Welden National Bank and The People's Trust Co., and was a director in many other institutions. He took much interest in farming, and owned a farm of 1,000 acres in St. Albans, which he frequently visited. He was always an indefatigable worker and gave personal attention to all the interests with which he was connected. Two visits were made to Europe with his family, the first in 1878, the second in 1881.

The faculty of attaching men to himself by warm ties of friendships was his, and his personal following for many years was greater than that of any other Vermonter, due to great personal magnetism and affability of manner as well as excellence in the more solid virtues of character. He was a devout member of the Congregational Church and exemplified in his life the practical influence of exalted Christian principle.

Governor Smith was the only man in the State ever elected an honorary member of the Grand Army of the Republic, being thus honored by Post Hurlbut, No. 60, of St. Albans.

JOSEPH NEWHALL SMITH, manufacturer, Lynn, Mass., born in Danvers, Mass., in 1840, sprang from the farm and began life in Lynn with the implements of the shoemaker, and in this trade, by steadfast perseverance, rose after years of toil to prominence. In the manufacture of shoes, he now ranks among the leading operators in Lynn. Banks and various outside industries engage some part of his attention now, and he was one of the syndicate of residents of Lynn who established The Thomson-Houston Electric Co., now identified with The General Electric Co. The success of that company brought him a large accession to his fortune.



L. C. Smith

LYMAN CORNELIUS SMITH, inventor and manufacturer, Syracuse, N. Y., descends from English ancestry.

His father, Lewis S. Smith, was born in Pitcher, Chenango county, N. Y., in 1821, and began business life as a shoemaker. In later years, he engaged in tanning, the operation of large saw mills, in building, the management of stores, and manufacturing in the line of mechanics, in all of which he exhibited the characteristics of an enterprising, clear-headed, progressive man of affairs. Some of his business operations were carried on in Lisle, Broome county, N. Y., where he is yet interested, although now a resident of Syracuse. His wife is Eliza Hurlbut Smith, daughter of Thomas Hurlbut, of Torrington, Conn., whose ancestry in several instances served honorably in the American Revolution as officers and privates.

Lyman Cornelius Smith was born in Torrington, Conn., March 31, 1850, and obtained an education in the common schools and the State Normal school at Cortland, N. Y., where he gained a knowledge of English branches sufficient for the practical affairs of life, and supplemented it in his early years by valuable business experience. The first of eight children to leave the parental roof, he went to New York city, and for two years had the management of a live stock commission house. In 1875, he settled in Syracuse, where he engaged in a lumber business, in which he had already had experience under his father, but the somewhat monotonous routine of this calling did not satisfy his ambitious nature, and he soon determined to seek a broader field for his energies. Sept. 26, 1877, he accordingly began the manufacture of breech-loading firearms. Here, he found a field already largely occupied and calling for the exercise of all that native talent and business sagacity, which have in such an eminent degree characterized his later operations. Success attended him and he became the largest manufacturer in the country of at least one variety of breech loading guns. In 1882, he developed a new firearm and entered largely into its manufacture, and with such good results that his business soon demanded the services of 175 skilled mechanics. During the thirteen years in which he was thus engaged, about 50,000 guns were made and sold, bearing his name.

Long before his retirement from the manufacture of fire arms, Mr. Smith's thorough business qualifications were fully recognized by his fellow citizens, and, when the establishment of a new bank in Syracuse was projected, he was solicited to join with a number of other leading men in its organization. This action resulted in the founding of The Bank of Syracuse, in which he was chosen a director at the first. He is now the nominal vice president of the institution and holder of a majority of the stock.

About 1886, Mr. Smith began the study of the then existing typewriters, in the belief that there was opportunity for improvements, with substantially an unlimited market for this potent assistant to man. In the face of much opposition and many prophecies of failure from prosperous business men, he persevered until he had finally developed a new typewriter, to which he gave the now well known name of The Smith Premier. Selling his gun plant in the Winter of 1889-90, to The Hunter Arms Co., of Fulton, N. Y., he now threw his whole energy into the manufacture and sale of the new machine. The rapid establishment of a great factory, which has since been quadrupled in capacity, the opening of branch offices in all the principal cities in the country, all of which are under management of men employed in and controlled by the home office, and the marvellous success that promptly met the introduction of this

typewriter, furnish a brilliant example of what may be accomplished by the efforts of one man. In May, 1893, the business was incorporated under the name of The Smith Premier Typewriter Co., Mr. Smith being the president, and this industry now gives employment to 500 skilled mechanics in the factory and to 200 people in connection with the sales department in the various branch offices in this country and in Europe. In 1890, the sale of this machine reached 3,000; in 1891, it was 8,000; and in 1892 it reached 10,000, since which time about fifty complete machines have been made daily.

In mechanical construction, The Smith Premier Typewriter is a wonderful example of the adapting of the best mechanical principles to certain purposes. To the educated mechanic, it is a source of entire satisfaction, while to the operator it is an unfailing delight. These statements are attested by one conspicuous instance, in which the War Department at Washington, having appointed a commission of mechanical experts for the purpose of examining into the merits of various typewriters, awarded a contract to Mr. Smith in 1892 for 150 machines, the commission having decided that his typewriter stood highest in point of mechanical construction and improvements. Since that time, hundreds have been sold to the government.

Mr. Smith is vice president of The Eastern Building & Loan Association of Syracuse, which has assets of more than \$2,000,000. He is a 32d degree Mason, a Knight Templar, and a member of the Citizens' club of Syracuse and the Hardware club of New York. He is a staunch and earnest Republican in politics, but has thus far escaped political office, though repeatedly urged to accept responsible stations. The engrossing character of his large private undertakings has prompted him to decline all outside affairs.

The leading characteristics of Mr. Smith may be stated as indomitable perseverance in any undertaking he once embarks in, boldness of operation in his projects, unusual capacity for judging the motives and merits of men, and integrity and loyalty to friends. His self reliance never fails him. Always willing to listen to and respect the opinions and theories of others, when the time comes for action he acts for himself and according to his own judgment. His accurate estimate of men has enabled him to fill the many branch offices with employes, who seldom fail to meet his expectations. His clear thought and far seeing mind enable him to grasp every detail of a project, however great its magnitude. Genial and courteous on all occasions, he has surrounded himself with faithful friends and admirers.

Feb. 15, 1877, in Syracuse, N. Y., Mr. Smith married Flora E., daughter of the late Hon. Peter Burns of Syracuse, a prominent citizen of that city. Mr. Burns was born in the city of Dublin, Ireland, came to this country in 1821 and settled in Syracuse in 1840. Since then he has become largely interested in the financial and material welfare of the city and the political history of the State. Mr. Burns died in 1895. One child of Lyman C. Smith, Burns Lyman Smith, was born Nov. 7, 1880.

MARTIN SNYDER SMITH, merchant and lumberman, Detroit, Mich., the associate of very able men and himself a man of notable abilities, indeed the highest type of what is justly termed "self made men," is a native of Lima, Livingston county, N. Y., and was born Nov. 12, 1834. His parents, Ira D. and Sarah Snyder Smith, who were born in Columbia county, N. Y., emigrated to Michigan in 1844, settling in Pontiac, where Martin was educated. The business life of the subject of this sketch began modestly with a clerkship in a clothing store in Pontiac and later for two years he

served as a printer in the office of *The Pontiac Gazette*. Removing to Detroit in 1851, he displayed his versatility of talent by learning the jewelry business, and during 1859-79, starting with \$1,000 he had saved, carried on a prosperous trade in jewelry as an independent merchant on his own account, first under the name of M. S. Smith and afterward in association with some of his employés as M. S. Smith & Co.

In the meantime, however, in 1874, Mr. Smith had become associated with Gen. Russell A. Alger of Detroit, and R. K. Hawley of Cleveland, O., in the business of dealing in long pine timber, lumber and pine lands, and finding this occupation a larger field for his talents and enterprise, he has since 1879, devoted his energies mainly to the latter, having disposed of his jewelry business during that year.

The lumbermen of Michigan are a remarkable race of men, and, both from the necessity of developing their own properties and from public spirit, they are active in general business development; and Mr. Smith has become identified with several enterprises, in which increasing means have enabled him to take a large part. He is a large stockholder and treasurer in the corporation of Alger, Smith & Co., lumber manufacturers and merchants, and treasurer and a large shareholder in The Manistique Lumbering Co., in which General Alger, Mr. Hawley and others are also interested, and in addition is president of The American Exchange National Bank; vice president of The State Savings Bank of Detroit; president of The Michigan Condensed Milk Co. and The Manistique Railway Co.; director in The Union Trust Co., The Union Trust Building Co., The Michigan Mutual Life Insurance Co. and The Detroit Copper & Brass Rolling Mills Co., and president of The Cass Farm Co.

His clubs are the Detroit and the New York Yacht. He was married in 1862, to Mary E. Judson of Detroit, and has one child, Helen. Mr. Smith has never sought public office, but did accept appointment, 1872-88, as a Police Commissioner of Detroit. While assiduous in business affairs, he is moved by a generous interest in his fellow citizens, and promotes every suggestion for the welfare of the city and State and is a quiet but potent factor in many political and social movements. No man in the State of Michigan stands higher in business and social life than does Mr. Smith. His word is as good as his bond and his name is a guarantee of honorable dealing.

THOMPSON SMITH, lumberman, Duncan, Mich., a native of Little York, now Toronto, Canada, born Oct. 11, 1808, died at his home in Duncan, Dec. 9, 1884. Amos Smith, his father, a soldier of the American Revolution in New York State, endured the horrors of the British prison ships and was exchanged as a prisoner of war at Newburgh, and, a few years later, removed to Canada, attracted by the strong inducements held out to actual settlers, and died in Canada, Jan. 13, 1842. Thompson Smith began life a poor boy and while yet a lad earned a little money by making rakes and later by making chains. He then engaged in the lumber business in Albany, N. Y., and New York city, but finally devoted his energies to building up a mill property in Canada, and following that, to a large saw mill interest in Duncan, Mich. Early earnings were devoted to the purchase of immense tracts of white pine lands in Michigan and his mills in Duncan were among the largest in the State. All the property of Duncan City, a town of five hundred inhabitants, virtually belonged to him. While employing other vessels in forwarding his lumber to market, he also had interests of his own in lake shipping. Ephraim Thompson and Egbert A. Smith, his sons, and Elizabeth A. Smith and Mrs. E. M. McDonough, daughters, survived him.

DAVID SNOW, merchant and banker, Boston, Mass., was born in Old Eastham, Barnstable county, Mass., in November, 1799, and died, Jan. 12, 1876, at his home in Boston. He was a descendant of Nicholas Snow, who came to Plymouth in the ship *Ann* in 1623 and took part in the division of land there. David Snow, father of the David of this memoir, was lost at sea when the boy was three weeks old. The lad grew to manhood in his native county and engaged in various light occupations until he was thirty-five years old. Then, having saved a little money, he removed to Boston and began a successful business career as a West India merchant first, and next as a flour commission merchant. In 1843, he formed a partnership with Isaac Rich as Snow & Rich, for the building and ownership of ships. When the partners separated in 1853, Mr. Rich took Constitution wharf and some real estate for his share, and Mr. Snow the ships. Mr. Snow went on building, owned fourteen ships of from 1,000 to 1,400 tons each, and sold the fleet in 1860 to Thomas Nickerson. He then obtained a charter for The National Bank of the Republic and was its president for sixteen years. He made many real estate investments and held an ownership in Arch wharf and various business buildings, which appreciated largely in value under his management. His ventures were entered upon with good judgment and developed with energy, and as a result there were few failures. Four children survived him, David and H. C. Snow, Mrs. Elizabeth A. Hall and Mrs. Adeline Kimball. In his will appeared the following public bequests: \$5,000 to The Preachers' Aid Society of the Methodist church; \$5,000 for a public library in the town of Orleans, Mass.; \$15,000 for a professorship of elocution in Boston university; \$5,000 to The M. E. Home Missionary Society, and \$3,000 to Grace church in Boston.

ROBERT BOGARDUS SNOWDEN, financier, Memphis, Tenn., son of John Bayard Snowden, one of the early settlers and the leading dry goods merchant of Nashville, was born in New York city, May 24, 1836, at the home of his grandfather, Gen. Robert Bogardus. He is a descendant of Everardus Bogardus, the Dominie, who married Anneke Jans, and, through his grandmother, Susan Bayard Breese, is of the kin of Judge Sidney Breese, of Illinois Admiral Breese of the Navy, and Samuel Finley Breese Morse, inventor of the telegraph. The subject of this sketch graduated from a Western military institute in 1855, and engaged in the wholesale grocery business in New Orleans with the firm of Dyas & Co. In 1856, he joined the local vigilance committee, and took part in the scrimmage with the "thugs" at Jackson square. In 1858, Mr. Snowden went into business in Nashville, under the name of R. B. Snowden & Co., and, in 1861, was commissioned Adjutant of the 1st Tenn. Vols., and served with distinction until the end of the Civil War. After service in Virginia, he went through the Kentucky campaign as Adjutant General on Gen. Bushrod R. Johnson's staff, and, in the battle of Murfreesboro, Tenn., won promotion to the command of the 25th Tenn., as Lieutenant Colonel, by desperate, gallant and persistent fighting, this being followed with promotion to the rank of Colonel and being one of the few occasions in which a staff officer was advanced over officers of the line. After further active and gallant services in Tennessee and Virginia, during which he often commanded his brigade, Colonel Snowden was surrendered with Lee at Appomattox. After the War, he engaged in business in New York city as an importer, under the style of Snowden & Riva. In 1870, he removed to Memphis, and has since been occupied with land, real estate, banking, turnpike, insurance, street rail-

road and other enterprises. He is president of The George Peabody Real Estate & Improvement Co. Colonel Snowden commanded the Interstate encampment in Memphis in May, 1895, and was made a Major General of militia. In 1868, he married Miss Annie Overton, daughter of Robert C. Brinkley and granddaughter of John Overton, the original proprietor and founder of Memphis.

WILLIAM SOHIER, manager of real estate trusts, Boston, Mass., son of William Davies Sohier, for many years the most eminent lawyer in Boston, was born in Boston, March 24, 1822, and died at his home, 79 Beacon street, Feb. 23, 1894. Graduating from Harvard college in 1840, and studying law with William D. Sohier in Boston and Samuel Fessenden and Thomas A. De Blois in Portland, Me., Mr. Sohier secured admission to the bar in 1843, and began practice with his father, devoting himself especially to titles of real estate and conveyancing. Oct. 11, 1846, he married Susan Cabot Lowell, daughter of John A. Lowell, of Roxbury. Wealth descended to Mr. Sohier from his family, and with it large responsibilities; and the management of large estates, which had been entrusted to his care, occupied all the latter part of his life. He was a capable business man and highly successful in his trusteeships.

ALEXANDER C. SOPER, lumberman, Chicago, Ill., born in Rome, N. Y., in 1846, graduated from Hamilton college in 1867. He began life at the foot of the ladder in the lumber business, and in 1870 made his appearance in the trade as an operator on his own account. In 1878, his business was consolidated with that of Soper Bro's, as The Soper Lumber Co., and Mr. Soper is now president of the concern. Their business extends from New England to Colorado, and is steadily increasing. Mr. Soper is a member of the Union League and other organizations. The name of Soper is well known in the lumber trade, and probably more brooks in the forest regions of Maine and other States bear the title of Soper than that of any other living man.

PAUL JOHN SORG, manufacturer, Middletown, O., son of Henry Sorg, and born in Wheeling, Va., Sept. 23, 1840, spent all his early years in laborious employments, packing brick, helping the workmen in a glass factory, stripping tobacco, making cane seats for chairs, and practicing the trade of moulder. In 1864, with John Auer, a fellow workman, Mr. Sorg began manufacturing tobacco in Cincinnati, the two men having \$5,000 capital, and out of this enterprise has grown The Paul J. Sorg Tobacco Co. of Middletown, organized in 1885, capital \$1,000,000, of which Mr. Sorg is president and principal owner. He is now a rich man, has been president of The Merchants' National Bank since 1872, and is a liberal giver to public objects. After some service on School and Water Works Boards, he was, in 1894, elected to Congress. To him and his wife, Sarah Jane Gruber, whom he married in 1876, have been born Paul A. and Ada G. Sorg.

ASA TITUS SOULE, manufacturer, Rochester, N. Y., born in Duanesburg, N. Y., Aug. 2, 1824, died, Jan. 17, 1890, at his home in Rochester. One of eleven children born to Enos and Mary Titus Soule, his early life was passed in comparative obscurity, but he became famous shortly after 1872, when he incorporated a company with a capital of \$125,000 to manufacture a medicinal preparation, known as Hop Bitters. The sale of this preparation reached astonishing proportions and led to the establishment of branch offices and laboratories in Toronto, London, Antwerp, Belgium and Melbourne, the sale being in turn stimulated by these agencies. Mr. Soule gained a fortune from his industry, which he invested mainly in lands in Kansas, where, at one time, he controlled

a whole county. He was married to Marilla S. Hubbard, Sept. 1, 1852.—His son, **WILSON SOULE**, born in South Butler, Wayne county, N. Y., Sept. 4, 1854, died in Rochester, July 25, 1894, in consequence of injuries received from a runaway accident. Wilson attended schools in the country and one at Lyons, N. Y., until nearly of age, and then in 1873 joined his father in the manufacture of Hop Bitters, becoming secretary of The Hop Bitters Co. After his father's death in 1890, he retired to give his whole attention to the management of an estate, which included not only lands but the securities of irrigating canal companies, railroads and banks. Mr. Soule was a man of generous nature and gave liberally from ample means to charities and education. Married in 1881 to Miss Frances Parkhurst, he became the father of Martha, now deceased, Ethel and Asa Titus Soule. He was a member of the Rochester, Whist and Genesee clubs and of the Knights of the Mystic Shrine.

HENRY E. SOUTHWELL, lumberman, Chicago, Ill., was born on a farm at the head of Cazenovia lake, Madison county, N. Y., May 6, 1834, of English parentage. Educated in the common schools and at the Oneida Conference seminary in Cazenovia, he removed, in 1855, to Fort Atkinson, Wis., and took a modest place as salesman in a country store. Later, he became a dealer in farm implements and produce and a manufacturer and dealer in lumber, timber and railroad ties, living, during 1874-86, in Milwaukee. Since 1886, he has been a resident of Chicago. He has been interested in various firms and corporations formed to manufacture and deal in the products of the farm and forest. Success is the result of close attention to details in business and the practice of limiting losses of a speculative nature. He is a partner in Dole & Co., grain elevator proprietors.

JOHN SOUTHWORTH, financier, Ithaca, N. Y., born in Salisbury, Herkimer county, N. Y., Sept. 26, 1796, died in Dryden, N. Y., Dec. 2, 1877. He was a son of Thomas Southworth, tanner, and removed with the family in August, 1806, to a farm of eighty acres, two miles from the village of Dryden, N. Y. John spent his early life in farming, and in 1816 married Nancy, daughter of Judge John Ellis, and bought a farm adjoining his father's, being so destitute that he was obliged to run in debt for a yoke of steers to work the farm. A few years later, the first purchase was sold and a smaller tract bought in what is now the village of Dryden, where Mr. Southworth maintained a home until his death. At an early period, the common sense and judgment for which he was remarkable were exemplified by the purchase and sale of lands, which brought him a profit of \$10,000 or more. Mrs. Southworth died March 16, 1830, leaving five children. In November, 1833, Mr. Southworth became a merchant in Dryden in partnership with John McGraw, his son-in-law, and through the failure of Lent & Whitcomb, lost \$10,000 and found himself as poor as in 1826. But this loss was far more than retrieved by the purchase of 1,200 acres of pine lands in Allegany county, N. Y., in partnership with his son, John Ellis Southworth, and John McGraw. The profits of this enterprise were large, and from that time forward Mr. Southworth made money rapidly, mainly by prompt action and accurate judgment in buying and selling lands. He was a cool man, resolute, intolerant of contradiction and unyielding in money matters, although generous in many unexpected ways, simple and frugal in his tastes, but of unbounded hospitality. During the Civil War, he sent out many recruits at his own expense. Although of imperfect education, he was terse in expression and could draw a contract, brief, but certain to provide for every contingency. He

never could endure seeing a worthy man "crowded," as he expressed it. By his first marriage, Mr. Southworth became the father of Rhoda Charlotte, wife of John McGraw; Sarah Ann, who married Thomas McGraw, and after his death, John Beach, and after the latter's death, Dr. David C. White; John Ellis Southworth, who died about 1860; Nancy Amelia, second wife of John McGraw; and Thomas G. McGraw, now of Rochelle, Ill. In 1831, Mr. Southworth married Betsy Jagger, of Dryden, and by her had five children, Betsey Fidelia, who died at fourteen; Rowena, now deceased, wife of Hiram W. Sears; Charles S., who died May 28 1872; William Harrison, and Albert Southworth.

WILLIAM PALMER SOUTHWORTH, merchant and banker, Cleveland, O., was a native of East Haddam, Conn., where he was born March 29, 1819. He died, Aug. 13, 1891. His worthy father, John Southworth, was a farmer. The lad went to the local country schools, and, evidently with others of the family, settled in Cleveland, O., in 1834. The name of his brother, Harrison Gray Otis Southworth, householder, appeared, in 1837, in the first directory of Cleveland ever published. William found his first employment as a builder, and after a few years of varied activity, opened a store in 1858 for the sale of groceries. He was energetic, honest and obliging, and gained a large trade and corresponding prosperity. The innovation of "one price and no credit," or the cash system, originated with him. In addition to conducting a large store, Mr. Southworth devoted himself also to banking, and was president of The National City Bank until a few years before his death. He was survived by Mrs. Louisa Southworth, his wife, two sons and two daughters.

ELBRIDGE GERRY SPAULDING, a banker, of Buffalo, N. Y., famous as the author of the greenback currency of the United States, descends from one of the oldest families in America, his ancestor, Edward Spaulding, an English Puritan, having settled in Massachusetts soon after the arrival of the *Mayflower*. The family has been conspicuous in each generation for sterling character, usefulness and good repute. Edward Spaulding, a descendant of the founder and of New England birth, was one of the pioneers of Central New York. He was a farmer and a man of strong qualities. Upon his farm in Summerhill, Cayuga county, N. Y., his son, Elbridge G. Spaulding, was born, Feb. 24, 1809. The lad gained vigorous health during his early years upon the farm, and from a worthy father and mother the soundness of character which has distinguished him through life. He was educated in the local district schools and the academy at Auburn, and then went out into the world as a school teacher. But this was a temporary expedient. Later, he studied law in Batavia and Attica, N. Y.

Mr. Spaulding moved to Buffalo, then a small but thriving city, in 1834, and formed a partnership in the law. His talents were soon recognized, and, by untiring labor, he rose to a large and prosperous practice. Prompted by inclination and reading to a study of finance, Mr. Spaulding advised the removal of The Farmers' & Mechanics' Bank of Batavia to Buffalo, and when, in 1852, this change of location had been effected, Mr. Spaulding became president of the bank. To the affairs of this institution, he devoted himself with interest and energy and soon relinquished the law altogether. He has remained at the head of the bank down to the present time. During the War, he reorganized the institution as controlling owner under the national banking act, and has conducted its affairs ever since with credit to himself and advantage to all concerned.

From early manhood, Mr. Spaulding has been active in public affairs. His eminent purity of character and strong mind fitted him for positions of trust, and he was elected Mayor of Buffalo in 1847, Assemblyman in 1848, Member of Congress, 1849-51, State Treasurer in 1853, and again Member of Congress, 1859-63. A Republican in politics and loyal to the Union during the War, he performed services which his experience and intimate knowledge of the resources of finance made of incalculable value to the Federal government during that historic struggle. It was during his third term in Congress that the incidents occurred, which established his fame and placed his name permanently in the public annals of the republic.

Dec. 28, 1861, the Government and the banks suspended specie payments. Two days later, Mr. Spaulding had prepared and introduced into the House of Representatives the celebrated act, authorizing the issue of legal tender paper currency. The leading object of this measure was the creation of a currency, national in character, for the liquidation of War expenses, the payment of taxes and the facilitating of business operations between all classes of the people, and, to prevent any plethora of the currency, it was proposed that the new notes might be at any time funded in 6 per cent. government bonds. Mr. Spaulding advocated the new measure as a public necessity, a constitutional proceeding, and a means of carrying into full effect the war power of the United States government. After full discussion, the bill was passed by both houses of Congress and became a law, Feb. 25, 1862. A farther issue of legal tenders was also authorized by law, the opening speech in the discussion in the House being made by Mr. Spaulding. These measures and the currency they authorized were of enormous service to the cause of the Union and won for Mr. Spaulding the soubriquet of "the father of the greenback." The amount of the notes now outstanding is \$346,000,000, and the law provides that it cannot be reduced below that sum.

Mr. Spaulding was also the author of the National Banking act, although the idea embodied in that law did not originate with him.

In 1869, he issued a "History of the Legal Tender Paper Money," which is regarded as the clearest and most valuable exposition of the origin, history and objects of the great financial measures with which his name is identified, and has since become the authoritative standard work on this subject.

Since the War, Mr. Spaulding has devoted his attention mainly to his bank in Buffalo. He is a forcible public speaker and was chosen to deliver the address on "One Hundred Years of Progress in the Business of Banking," at the Centennial Exposition in 1876. He is a large owner of real estate in Buffalo, proprietor of a beautiful Summer resort of 360 acres on Grand Island in the Niagara river, and president of The Buffalo Gas Light Co. His large mansion is surrounded by attractive grounds. By virtue of his ancestry, Mr. Spaulding is a member of The Sons of the American Revolution, and his patriotic regard for the services of the members of his family who fought at Bunker Hill, has led him to erect a granite memorial in honor of their memory in Forest Lawn cemetery. Mr Spaulding was married in September, 1837, to a daughter of G. B. Rich. His second wife was Mary Strong, and he is the father of Mrs. Sidway, E. R. Spaulding, cashier of the bank, and Samuel S. Spaulding, a prominent director of The Electric Street Railroad.

HENRY CLINTON SPAULDING, a lumber manufacturer, Elmira, N. Y., was born in Bradford, Vt., June 20, 1812. His father and grandfather, both Phineas by

name, were farmers. Henry was educated in the grammar schools, spent his young manhood on the farm, and in 1834 removed to Elmira to seek his fortune. He began life modestly enough as a driver on the Erie canal, but saved his earnings and finally engaged in boating and the lumber business on his own account. Several boats which he owned played a prosperous part in freighting lumber on the canal. Having accumulated a little capital, Mr. Spaulding bought a planing mill in Elmira in 1863, for the manufacture of doors, blinds and sash, and is yet engaged in this industry as head of The H. C. Spaulding Lumber Co. He is owner of excellent real estate. In 1840, he was united in marriage to Clara A. Wisner in Watkins, N. Y., by whom he has had two daughters, Alice S., wife of Charles Rapelyea and Clara S., wife of John B. Stanchfield, both of Elmira, and a son Charles Henry Spaulding, who died several years ago.

EDWARD FALLIS SPENCE, banker, Los Angeles, Cala., a native of Ireland, born, Dec. 22, 1832, died in this country, Sept. 19, 1892. He came to America at an early age, and arrived in California when nineteen years old. Opening a drug store in Nevada City, he carried on that enterprise for fourteen years. In 1869, he visited Europe and on his return settled in San José, where he became connected with The San José Savings Bank. In 1871, he went to San Diego, and was one of the organizers of The Commercial Bank of that city, but in 1874 settled permanently in Los Angeles, established a bank, bought real estate, and was one of the founders of The Commercial Bank. In 1881, when that institution became a National Bank, Mr. Spence was elected president. He was also president of The Savings Bank of Southern California, and part owner in eight banks in all. During his residence in Nevada City, he filled the offices of City Trustee and County Treasurer, and in 1860, was elected to the Legislature on the Republican ticket. He was also once Mayor of Los Angeles.

WILLIAM WALLACE SPENCE, financier, Baltimore, Md., a descendant of an old and distinguished Scottish family, is the son of John Spence, physician, and Sarah Dickson of Prestonpans, his wife. Born in Edinburgh, Scotland, in 1815, Mr. Spence arrived in New York city, April 1, 1834, and six months later took a clerkship in Norfolk, Va., in the grocery house of Robert Soutten & Co., remaining there until 1839. While in that city he made the acquaintance of Andrew Reid, also a Scot by descent. In 1839, Mr. Spence started in the grocery trade for himself, and, in 1841, took his brother, John F. Spence, into partnership as W. W. Spence & Co. In 1849, Andrew Reid and he went into partnership in Baltimore and under the name of Spence & Reid carried on the importation and sale of sugar and coffee, prosperously, for twenty-five years. In 1874, Mr. Spence retired, and during the last twenty years or more has been occupied with finance, pure and simple. He is now vice president of The Mercantile Trust & Deposit Co., and director of The First National Bank, The Eutaw Savings Bank, The Maryland Title Insurance & Trust Co. and The Consolidated Gas Co., and is also president of The Presbyterian Eye, Ear & Throat Hospital and The Edgerton Orphan Asylum. Mr. Spence has also been a Finance Commissioner of the city. Nov. 30, 1890, Mr. Spence presented to the city of Baltimore a \$50,000 statue of Sir William Wallace, from whom he descends, and the monument was placed on a site in Druid Hill Park. By his wife, Mary Whinkley, he is the father of Mrs. M. S. Butler, Mrs. James Gill, Mrs. T. Symington, and W. W. Spence, jr. His social organizations are the University club and St. Andrew's Society.

CLAPP SPOONER, financier, Bridgeport, Conn., a brilliant exponent of the sturdy, persistent, and upright New Englander, was born in Fitzwilliam, N. H., June 11, 1824, of New England parentage, his grandfather, father and mother having come from Petersham, Mass., and he began life fortified with the vigor and integrity which seem to be inborn characteristics of and a heritage to the sons and daughters of that section. It was in the public schools of Barre, Mass., that, as a young lad, he received his education, and from there he went while yet a mere youth into a grocery store, venturing bravely on the sea of commercial life.

It was not destined that Mr. Spooner should remain in that line of business, however, and, an opportunity presenting itself, he dropped the duties of grocer's clerk and secured a situation with Thompson & Co's Express, with headquarters in Harnden's Express Co's office in Boston. In this position were made manifest the push, enterprise, and executive qualifications of Mr. Spooner. There, he gained such regard and recognition that, when The Harnden Express Co. with others, among them Phillips & Co's Express, of which Mr. Spooner was then part owner, determined to combine and incorporate the great system of The Adams Express Co., he was one of the nine organizers of that company and has been identified with it ever since. For many years one of its managers and superintendent of the New England division, he held the office of vice president from 1887 until 1891, when he retired from active commercial life.

Mr. Spooner has had unqualified success meted out to him for his great labor and application, and since his retirement has devoted much time and thought to the care of his property, which is largely invested in real estate in and about Bridgeport. He now devotes all of his time to the supervision, improvement and building up of his large tract of land, called Brooklawn Park, the finest suburb of Bridgeport. This magnificent piece of land, over two hundred acres in area, has been transformed from an ordinary farm into a beautiful park, under Mr. Spooner's management and direction. It lies partly in Bridgeport and partly in Fairfield and is perfectly adapted to the purpose of Mr. Spooner's original intention, that of making it the best residence locality in or about Bridgeport. Bridgeport's country club, named the Brooklawn, now has a home among its beautiful and rolling acres, and its splendid elevations and handsome sites will in the near future be occupied by the stately villas and charming homes of Bridgeport's best citizens. Rarely is it that one sees the clear business foresight, which is able to discern almost prophetically the future lines of growth of a place like Bridgeport, so clearly demonstrated as it is in the realization by Mr. Spooner of his original hopes and plans in regard to Brooklawn Park. Its beautiful drives and splendid sites will be a lasting memorial to both his business sagacity and his public spirited citizenship.

Politics have claimed a portion of the time of Mr. Spooner's busy life, and, as Mayor of Bridgeport, he has occupied the highest office in the city's power to grant, and through his membership in its Council the city has had the benefit of mature judgment and great business capacity. His close connection with the business and material prosperity of the country naturally brought him into the Republican party, and as a Republican he yet retains a keen interest in all political matters, local and national.

As in most instances of success, Mr. Spooner's collaboration has been sought by other institutions of large and extended interests. Until retirement from business, he was a director in The Hartford Steam Boiler & Inspection Co., having been one of the



Clapp Boomer.

original owners of the company. Previous to his retirement from active business, he was at various times a director in The American Silver Steel Co. of Bridgeport and The Connecticut National Bank of Bridgeport; president of The Pequonnock National Bank of Bridgeport, succeeding P. T. Barnum, and a director in The Bridgeport Brass Co., The Shepaug Iron Co. and The Charter Oak Life Insurance Co.; and he has been interested in The Willimantic Linen Co., The Hartford Carpet Co., The Quinnipiac Bank of New Haven, and, with the late William H. Barnum, in The Spuyten Duyvil Rolling Mill Co. of New York. Mr. Spooner's manner is affable and courteous, and his social personality is such that his friends are manifold. He was for years a member of the New York club of New York city and of the Seaside club of his resident town, Bridgeport.

Twice married, Mr. Spooner is the father of two sons, Charles W. and Henry C., and one daughter, Lily T. His sons are connected with him in his real estate investments, caring for his interests and representing him generally.

ALBERT ARNOLD SPRAGUE, merchant, Chicago, Ill., born, May 19, 1835, in Randolph, Vt., inherits the enterprise of that ancestor, who removed from Dorset county, Eng., to plant in the new world a family destined to become well known. Mr. Sprague graduated from Yale college in 1859. May 1, 1862, he started in the wholesale grocery business in Chicago, under the name of Sprague & Stetson, and by thrift, an immense amount of hard labor and the guidance of an educated mind, has risen to the head of a large wholesale trade in groceries, spices and preserved fruits, and is now senior in Sprague, Warner & Co. Fires, panics and hard times have never caused this firm to flinch, so prudently are their affairs managed. A branch store is maintained in Denver, Colo. Mr. Sprague is a director of The Chicago & Alton Railroad, The Northern Trust Co. and other corporations, and member of the Chicago, University, Caxton, Quadrangle, Commercial, Chicago Literary, Washington Park and Pelee clubs.

CLAUS SPRECKELS, the "sugar king" of San Francisco, Cal., a man whose name has filled the public press of America for a business generation, is one of the great merchants given to the United States by the fatherland of Germany. Born in the city of Lamstedt, Hanover, in 1828, he came to America at the age of eighteen, a youth of notable abilities, full of the spirit of eager adventure and well qualified by nature to make his way in the rough battle of life. He found employment, for a time, in Charleston, S. C., and, in New York city, mastered the requirements of trade without difficulty, and soon developed into a progressive merchant. The wonderland of the Pacific coast having attracted his attention and fascinated him with its opportunities, like others who found upon that coast a distinguished position and wealth beyond their boyhood dreams, he finally joined the emigration to San Francisco, and established himself there in trade in 1856. His store was a profitable one, but the spirit of enterprise led him to sell it soon afterward and to establish The Albany Brewery, which he conducted with good results until 1863. He then retired from all other pursuits and engaged in the sugar industry.

Having made a trip to New York and studied the subject of sugar refining, Mr. Spreckels bought an outfit of machinery, and in 1863 opened in San Francisco The Bay Sugar Refinery. Raw material was imported from The Hawaiian islands, and a flourishing business was soon built up. In 1866, Mr. Spreckels sold his interest in the works, in order to visit Germany for needed recreation and to study more closely the



Claus Spruekels

modern methods of sugar refining. His family accompanied him upon this agreeable tour. A keen observer, he soon mastered what there was to learn in Germany; and with new ideas and clearer insight, he returned to California, resolved to engage in his chosen business on a larger scale than ever. In New York, he caused to be made an entirely new plant, embodying a number of valuable improvements, and had it shipped to him on the Pacific coast. New works were established in 1868, on the corner of Eighth and Brannan streets in San Francisco, under the name of The California Sugar Refinery. Believing that his methods would soon make him master of the situation upon the coast, he threw himself into the business with wonderful energy, and his trade did, in fact, grow to such proportions, that in 1878 a second refinery became necessary, and this was promptly built, enlarging the production to 255,000 lbs. of sugar daily.

Mr. Spreckels had the good fortune to invent and perfect, during this period, a process of making hard cube sugar direct from the centrifugals, which enabled him to effect in twenty-four hours that which previously had taken six days to accomplish. This improvement was of enormous benefit. It made him the "sugar king" of the Pacific coast. Competition with him became impossible.

When the reciprocity with the Hawaiian islands was negotiated, Mr. Spreckels was the first to take advantage of the new opening for enterprise. He made a personal visit to the islands, contracted for all the sugar which could be produced by native planters for a term of years, purchased a large tract of sugar lands on the island of Maui, and then created there the largest plantation and sugar mill in the world. This stroke of enterprise was supplemented by building in this country a new refinery, the California, at a cost of \$2,000,000. The new buildings were planted on a site of ten acres, eligibly situated at the Potrero, with a frontage of four hundred feet on deep water. Wharves and other needed facilities were constructed and production increased to 1,500,000 lbs. of refined sugar daily.

The fortune builders of the world dispense blessings in every community in which they dwell. Mr. Spreckels's enterprise soon filled the ship yards of the Pacific coast with profitable orders. A large fleet of vessels, both sail and steam, was required to bring to San Francisco the product of the islands, and these he had built upon the coast. The refineries and plantations soon gave employment to thousands of men, and millions of dollars flowed from his works into the channels of trade and industry.

Mr. Spreckels steadily enlarged his plantations in the Hawaiian islands, and they are now one of the wonders of the Pacific ocean. He is the largest individual producer there and controls the rest of the product of the islands under contracts for a term of years. Large resources enable him to pay cash at New York prices the moment the cargoes of sugar are delivered in San Francisco. In aid of his business, he founded a commercial firm and a bank in Honolulu, and his business organization is now complete and dependent on no one.

In 1887, Mr. Spreckels paid another visit to Germany to study the methods of beet culture there; and from this trip grew into existence The Western Beet Sugar Co. and the building of a beet sugar factory at Watsonville, Cal., in 1888. This enterprise has been so successful that, during 1892, about 6,000 tons of beet sugar were produced by the new factory. To give these works an outlet to tide water, Mr. Spreckels built to them a narrow gauge line twenty-five miles in length, called The Pajaro Valley Railroad, which has since proved of benefit to the inhabitants as well as to his own works.

While the farmers have been emboldened to engage in beet raising themselves, by reason of the creation of a home market for their crops, the factory has also undertaken to raise a portion of its supply and now has about 1,500 acres under cultivation, with the intention of increasing the acreage as the times demand. Mr. Spreckels aided the farmers to undertake this industry by distributing among them large quantities of beet seed and explaining to them the methods of growing.

An interesting incident in his career is his famous four years' campaign against the sugar refiners of the East. Eastern men had invaded his territory, taking his old Bay State works and operating them under the name of The American Refinery. He saw no way to retaliate more effectively than by a raid into the Eastern territory. At a cost of \$5,000,000, he built a huge refinery in Philadelphia, having a frontage on the Delaware river and wharves for twelve of the largest ocean steamers. Pains were taken to make the works among the largest and best equipped in the world. This enterprise was driven forward with marvellous energy, the whole labor of construction being performed in a year and a month. The refinery began operations in December, 1889, and by 1892, the Eastern men had had enough of it. They bought him out at an advance of several millions over his original investment and withdrew from the contest in San Francisco. The American Sugar Refinery was then absorbed by the California. Mr. Spreckels has four children, John D. Spreckels, Adolph B., C. Augustus, and Emma; and it is said that he gave them each \$1,000,000 after the successful conclusion of his contest with the Eastern refiners.

Mr. Spreckels has not divided his forces or entered upon investments not connected in some way with his business. He is a large owner in The Ocean Steamship Co., whose vessels ply to the islands, and a partner in the bank and mercantile firm at Honolulu. For recreation, he has bought a large ranch beautifully situated at Aptos, in the county of Santa Cruz. Beginning life with virtually nothing, he has built for himself a notable fortune, and has aided materially to give to the Pacific coast a prosperity founded upon legitimate industry and the occupation of thousands of the inhabitants in a profitable employment. May Germany continue to send to the new world men who can work such miracles!

JOHN DIEDRICH SPRECKELS, merchant, San Francisco, Cal., head of the leading shipping and commission house of San Francisco, while the son of a famous father, is himself one of the most competent and successful business men of the Pacific coast. He was born, Aug. 16, 1853, in Charleston, S. C., oldest son of Claus and Anna D. Spreckels, and was carefully educated, first in Oakland college in California and then in the Polytechnic school in Hanover, Germany, and at once entered upon a commercial career under the instruction of his father, with all of whose enterprises he has ever since been associated, although now engaged in many of his own. It is unusual for a young man to come so rapidly into the position and influence, which are within the reach only of men of merit.

In 1880, Mr. Spreckels founded the house now known as The J. D. Spreckels & Bro's Co., capital \$2,000,000, to engage in trade with the Hawaiian Islands, beginning operations with the little two hundred ton schooner *Rosario*. To the modest pioneer of the fleet, the house has since added by purchase and otherwise, and now owns not only a large fleet of sailing vessels, excellent carriers, but one of the finest squadrons of sea going tugs to be found in any port in the United



John D. Breakey

States. The tugs are equipped with wrecking, life saving, fire extinguishing, and all other modern apparatus, and have not only been of great service to their proprietors but to shipping in distress. Most of them were built in San Francisco. The larger vessels have been steadily and actively employed in bringing sugar and other produce to San Francisco and the exportation of general merchandise. The house also controls immense sugar refineries, but, while it is closely connected with the various Spreckels enterprises, it does not confine its energies to those alone, but also acts as agents for various European commercial firms. It has been exceedingly successful in all its undertakings and especially in the direction of increasing the foreign trade of the port of San Francisco. The J. D. Spreckels & Bro's Co. is now foremost in the shipping and commission trade of the Pacific coast.

In 1881, Mr. Spreckels saw an opportunity for enlarging his operations on the Pacific, and after careful investigation and deliberation, he organized The Oceanic Steamship Co. and chartered steamers for the trade to Honolulu. Two of their own, however, the *Mariposa* and *Alameda*, were built as rapidly as possible by the Cramps of Philadelphia, at a cost of \$500,000 each. With these fine vessels, they have established and maintained ever since a fortnightly mail and passenger service between San Francisco and Honolulu.

In 1885, when The Pacific Mail Steamship Co. retired from the trade with Australia, The Oceanic Steamship Co. bought for \$400,000, the *Zealandia* and *Australia*, two English steamers then in the trade, added them to its own fleet, and entered upon the mail and passenger service, which The Pacific Mail had abandoned. This service has been continued until the present day and without government support. The company spent \$350,000 in repairs upon the two ships named. Mr. Spreckels had been president of the company since its organization, and this is now the only line between San Francisco, Honolulu, Australia and New Zealand flying the American flag. It is a source of sincere gratification to his countrymen, that a gentleman has been found in the financial center of the Western coast sufficiently courageous and energetic, and able to command sufficient capital, to maintain the prestige of the United States in international trade in that field of intense competition.

Mr. Spreckels is greatly interested in and has done much to promote the prosperity of San Diego, Cal. In 1887, he established The Spreckels Bro's Commercial Co. at San Diego, and built one of the finest wharves, coal depots and warehouses there on the Pacific coast, the coal bunkers having a capacity of 15,000 tons, and secured control of the shipping business of the port. Mr. Spreckels is president of the company.

The Coronado Beach and Hotel property, of which John D. Spreckels is the principal owner, is now famous as one of the most magnificent Winter resorts in the world. Several other important local enterprises in San Diego owe their existence to his energy and he is the leading owner of the San Diego electric railway and ferries.

While many of our countrymen owe their success in affairs to intense concentration upon one line of effort, and while, indeed, concentration is a quality of the highest value, yet among the real leaders of American enterprise there often appears a man so endowed by nature with a genius for organization and management as to be able to carry on with ease and success a variety of momentous undertakings. Mr. Spreckels is one of these specially favored men, and he touches the financial life of California at many different points. The Olympic Salt Water Co. is managed by him as president. This concern

owns a complete system of salt water mains in the city of San Francisco, with a large pumping plant at the ocean side; and the Lurline baths, situated in the heart of the city, contain baths of every description and one of the largest swimming tanks in the world, filled daily with salt water, pumped fresh from the ocean. He is also president of The Beaver Hill Coal Co., which owns large coal mines in Oregon and is supplying a popular family coal to San Francisco. In addition, he was one of the most active organizers and builders, and is now a director, of The San Francisco & San Joaquin Valley Railroad, the first active competitor of The Southern Pacific Railway in California. Out of a total of \$2,500,000 subscribed for this railroad, Mr. Spreckels, with his father and brother, Adolph, supplied \$700,000 in cash. This enterprise is one of the largest ever undertaken for the development of the State of California. Claus Spreckels, to whom the success of the undertaking is mainly due, is president.

John D. Spreckels also has the management of the Spreckels real estate in San Francisco, the Spreckels building on Market street, and the construction of the new Call building, which is to be not only the finest modern office building but the highest structure west of the Rocky mountains. To all his other trusts, Mr. Spreckels joins those of president of The Western Sugar Refining Co.; vice president of The Western Beet Sugar Co., The Pajaro Valley Railroad, and The Coronado Beach Co.; and director of The San Francisco & San Mateo Electric Railway Co. and The Union Trust Co. of San Francisco; and he also has an interest in The Hutchinson Sugar Plantation and The Hakalau Plantation Co's of Hawaii. Such diversified interests would crush a man of ordinary talents, but Mr. Spreckels manages them all with admirable ease, coolness, skill and judgment.

In politics, Mr. Spreckels has long been prominent as a Republican. The State Central Committee of his party has been so fortunate as to secure his services as vice chairman, and he was elected in 1896 delegate at large to the National Convention and member of the National Committee from California. He has been frequently talked of for public office, such as Governor of the State and United States Senator, but has never sought any office, though at all times a ruling power in the politics of California.

Oct. 27, 1877, in Hoboken, N. J., Lillie Siebein became Mrs. Spreckels by marriage, and to this couple have been born Grace, Lillie, John A. and Claus Spreckels.

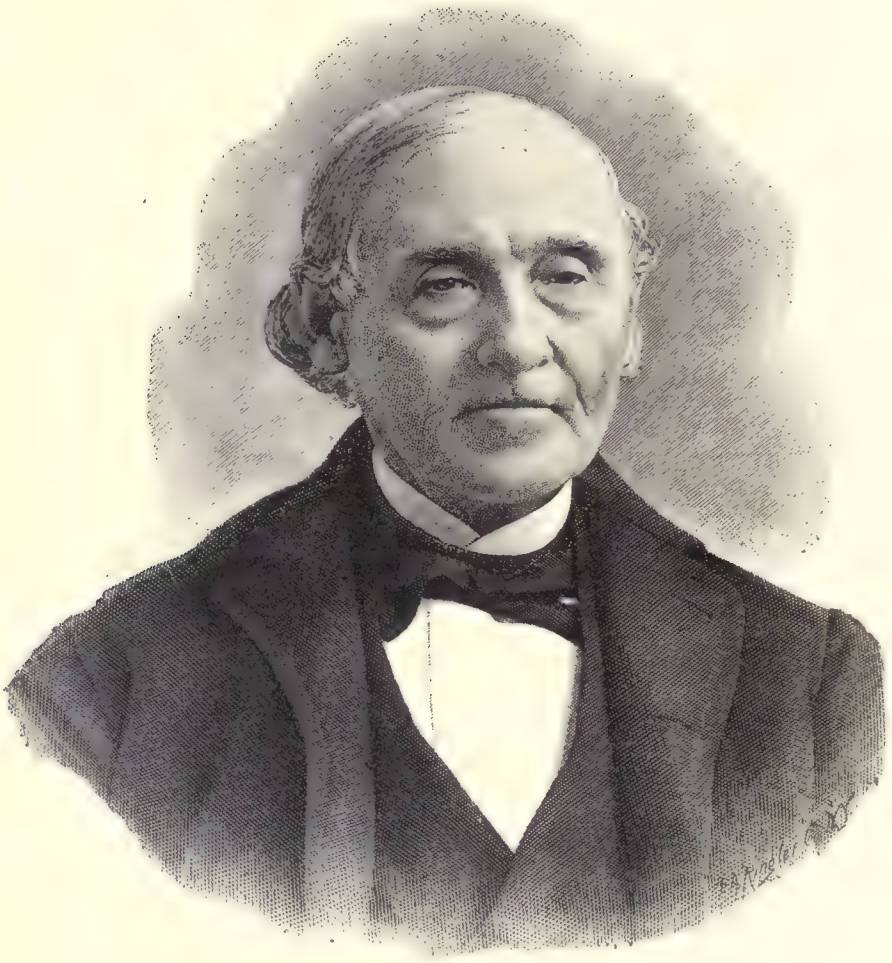
REUBEN RUNYON SPRINGER, a merchant and patron of art, Cincinnati, O., a native of Frankfort, Ky., Nov. 16, 1800, died in Cincinnati, Dec. 10, 1884. Charles Springer, his father, who was of Swedish descent, originated in West Virginia and served under Anthony Wayne in the Indian Wars. Mr. Springer began life a mere boy, as a clerk in his father's post office and store, becoming postmaster himself at sixteen, and in 1821 found work as clerk on an Ohio river steamboat, of which he became one of the owners. In 1830, he was admitted to partnership in the Cincinnati grocery house of Kilgour, Taylor & Co., and when the firm dissolved, in 1840, Mr. Springer retired with considerable means. Meanwhile, he had been buying real estate in Cincinnati and afterward made other investments in that direction. For several years, he was a director of The Little Miami and The Pittsburgh, Fort Wayne & Chicago Railroads, ranking in both among the largest stockholders. As a lover of the arts, Mr. Springer performed conspicuous services late in life. In May, 1875, he originated the movement which gave Cincinnati the Music Hall, and gave \$185,000 toward that structure. To the College of Music, he gave a fund of \$5,000, the proceeds to be

distributed every year in prizes among the pupils. The building of the Odeon, the largest concert hall in Cincinnati, was his last achievement. Mr. Springer was conspicuous for many years, because of his habit of riding a white horse. Mrs. Springer, a sister of John Kilgour, died in 1870, and they left no children. From his fortune of several millions, after providing for a sister and his nieces and nephews in his will, he felt free to donate over \$600,000 in public bequests.

JOHN PETER SQUIRE, the principal packer of New England and a sterling man, was one of the few large operators in Boston who originated from Connecticut stock. The records disclose the presence of the pioneer of the family, an adventurous Englishman, in Connecticut as early as 1640. During the emigration into the North country from Connecticut during and after the American Revolution, the family spread into Vermont; and, in Wethersfield, in that State, John P. Squire was born, May 8, 1819, the son of Peter and Esther Squire, worthy farmers. The lad fared better than do most farmers' boys in some respects and gained a good education, finishing at the Unity academy in 1836. A clergyman, the Rev. A. Minet, had the school at the time and drilled the boy soundly in manners and morals as well as things intellectual.

Before going to the academy, Peter had, in May, 1835, had a little experience as clerk for Mr. Orvis, village storekeeper in West Windsor, Vt., and there made the acquaintance of one who greatly influenced his life, because he afterward married her, namely, the storekeeper's daughter. Mr. Squire put his newly acquired academic knowledge to good use in the Winter of 1837-38 by teaching school in Cavendish, Vt., and in the early Spring of 1838 went by stage to the metropolis of New England and entered the employment of Nathan Robbins, a famous dealer of that day in meats and poultry in Faneuil Hall market. Frugal, hard working and ambitious, the young man saved enough in four years' time to go into business on his own account, and, April 30, 1842, Francis Russell and he, under the title of Russell & Squire, apprised the public of their existence as a provisions firm. Both were practical men and they thrived in their trade in Faneuil Hall, gaining ground steadily, although not without occasional trials. Mr. Russell retired in 1847, and Mr. Squire went on alone for a time at the same place. But the business had grown to large proportions, it was desirable to have partners, and, at different times, Edward D. Kimball, W. W. Kimball, Highland Lockwood and George W. Squire, a son, occupied the relation of junior partner to Mr. Squire. The style of John P. Squire & Co., adopted in 1855, was, however, never thereafter changed. From September, 1876, to January, 1884, Frank O. Squire was the sole junior partner, and then Frederick F. Squire, the youngest son, came into the firm.

In 1855, the business assumed a different phase, owing to the purchase of a small plot of land in East Cambridge and the erection of an abattoir there. The wholesale trade in meats then grew quite rapidly, and, in time, completely absorbed the energies of its founder. As required by the necessities of growth, Mr. Squire bought more land in after years, added new buildings to the plant, and engaged in packing and the manufacture of lard and lard oil. Before he died, he had created a packing establishment equipped in first class style, which ranked as one of the most important in the United States. It is believed that Mr. Squire stood third only in the list of American pork packers. He began with one hog a day, and ended with 5,000 a day. Branch houses were maintained in Bangor, Me., and at the Union stock yards in Chicago, and



John P. Squire

there was an office in New York city. His industry brought him a large reward. Such, in brief, is the story of the rise of a plain Vermont farmer's boy into affluence.

The secret of this success lay in the hardy frame, inexhaustible energy and store of practical knowledge gained originally as a hard working boy in the wholesome life of a Vermont farm, and the rugged good sense, great courage, persistence, honesty and well informed mind of the man when grown to maturity. When he first settled in Boston, he joined the Mercantile Library Association and in the reading of good, sound and useful books spent the leisure time, which only too many other young men were frittering away in idle pursuits. This course of self education proved of great benefit to him. Mr. Squire loved business management, the achievement of results, the dealing with difficulties and overcoming them, and he was content to take what increase of fortune legitimate enterprise brought to him. Opportunities to make large sums of money by manipulation were habitually neglected. Warm hearted sympathy and a readiness to alleviate distress were marked traits of his character. He was devoted to his own vocation, and never accepted a seat in the directorate of any bank or trust company, but, of course, there was need for investing surplus funds, and he became one of the founders and large stockholders of The Fourth National Bank in Boston and the buyer of much eligible real estate. A Republican by conviction, he did not care for practical politics, and no club ever won him away from the cherished society of his large and united family and intimate friends.

In 1843, he went back to Vermont to marry Kate Green Orvis, of West Windsor, the woman of his choice and daughter of his first employer. Eleven children came to grace his family circle, and nine of them are yet living: George W., who married Miss Nellie Gregg of Boston; Jennie C., wife of L. Frederick Cooke of Cambridge; Frank O., who married Helen M. Lawrence of Arlington, Mass.; Mary E., wife of John P. Wyman of Arlington; John A., who married Georgianna Richardson of Arlington; Kate I., wife of William A. Miller; Nannie K., wife of Walter L. Hill of Arlington; Frederick F., married to Ida I. Chapin of Spencer, Mass., and Bessie E., wife of Dr. Henry E. Holmes of Boston. One of Mr. Squire's children died in infancy, and another, Nellie C., at the age of twenty.

WATSON CARVOSSO SQUIRE, financier, Seattle, Wash., was born in Cape Vincent, N. Y., May 18, 1838, son of the Rev. Orra Squire, a Methodist minister and of a daughter of Col. Ebenezer Wheeler, an officer in the War of 1812. He graduated from Wesleyan university in 1859, and began the study of law, but took charge of an institute in Moravia, N. Y., and then enlisted in 1861 for three months as First Lieutenant in Co. F., 19th N. Y. Vols. He then resumed his law studies in Cleveland, O., and graduated from the Cleveland Law school in 1862, and in January, 1863, raised the 7th independent company of sharpshooters, afterward known as Gen. Sherman's body guard, was given the command and served in the Army of the Cumberland. Subsequently, he was Judge Advocate of the District of Tennessee, serving on the staff of Major General Rousseau and Major General Thomas, and was mustered out in August, 1865. Mr. Squire then became travelling agent for The Remington Arms Co., of Ilion, N. Y., visited Russia, Spain, Turkey, Mexico, and other foreign countries, and sold about \$15,000,000 worth of war material. In 1879, he removed to Seattle, where he engaged in a number of enterprises tending to build up the city, also becoming the owner of one of the largest dairy farms in the Territory. In 1884, President

Arthur appointed him Governor of Washington. He labored long and efficiently to secure Washington's admission as a State, and was elected United States Senator in 1889 and 1891. Senator Squire is now a large owner of local real estate, and is also the principal stockholder in The Union Trust Co., director in The Washington National Bank, and connected with other local institutions. Dec. 23, 1868, he married Ida, daughter of Philo Remington of Ilion, and now has two sons and two daughters.

LELAND STANFORD, first president of The Central Pacific Railroad, was one of the four great figures so long and conspicuously identified with the inception, construction and marvellous history of the first railroad across the continent to the Pacific coast. The story of his life is of the deepest interest to his countrymen, as an example for all time of heroic labor and brilliant achievement, and of the singular fortune which rewarded the pioneers of a gigantic enterprise, planned and undertaken solely for the benefit of the people of the Pacific coast, which at one time seemed destined to ruin every one of its projectors, but which, brought by them to a triumphant completion, proved of extraordinary benefit to the region and to the builders of the road.

Born in the farming town of Watervliet, N. Y. about eight miles from Albany, March 9, 1824, Leland Stanford was a descendant of the hardy pioneers of early times in the Mohawk valley. His forefathers took possession of farms in that romantic and historic region as early as 1720, while the savage yet threatened the lives of the inhabitants and before the gloomy primeval forests had yet yielded to the axe of the white man. His father was an unpretending but thrifty farmer, of stern integrity of character and sound physique. To his early life upon the Mohawk valley farm, Mr. Stanford owed the abounding strength, rugged health and wonderful stamina, without which he could never have endured the burdens of his later years. Like the other lads of the neighborhood, he went to country school every Winter, and helped about the farm in Summer. Later, he attended the academy at Clinton, N. Y., and from there entered the Cazenovia seminary. On graduating from Cazenovia, he went to Albany to study law with Wheaton, Doolittle & Hadley, and after three years' application he was admitted to the bar and moved northward to Port Washington, Wis., where, fronting Lake Michigan, and not far from Milwaukee, he soon established a law practice sufficient to maintain him. A library of law books was collected, and with confidence in the future, Mr. Stanford then listened to the dictations of his heart, and, in 1850, he revisited the scene of his studies in the law, and in Albany, N. Y., married Miss Jane, daughter of Dyer Lathrop, a prominent resident of the city.

Mr. Stanford reached Port Washington again in due time, with his young wife, and shortly afterward was overwhelmed by the burning of his law office with all its contents. This calamity was almost stunning for the moment to the young man. His means were small and the young couple was virtually left almost bankrupt. But they were brave and sensible. Mr. and Mrs. Stanford considered carefully the whole question as to whether he should make an effort to re-establish himself in Wisconsin, or return to Albany, or begin life anew in another field. After many days of anxious discussion, the conclusion was reached that Mr. Stanford should go to California and his wife wait in Albany until he had made a home for her. Mrs. Stanford remained in Albany for three years, caring affectionately for her sick father until his death, April, 1855. Mr. Lathrop was unwilling for his daughter to share with her husband the hardships of frontier life.



Isaac H. Hays

July 12, 1852, Mr. Stanford arrived in San Francisco by the Panama route, and he immediately proceeded to the interior of the State, and opened a store at Michigan Bluffs, in Placer county. In that magnificent region of the Sierra Nevada mountains, at that time full of miners, who were exploring every hill side and valley for the precious metals, Mr. Stanford remained prosperously engaged in mercantile business and mining ventures for the space of three years, and then went East to Albany for Mrs. Stanford, and after a brief stay returned to California, accompanied by her.

In 1856, Mr. Stanford moved to Sacramento, and established himself in business there. He was successful to a marked degree, and became one of the leading merchants of the Pacific coast. It was in Sacramento that he made the intimate acquaintance of three other merchants of remarkable abilities, C. P. Huntington, Mark Hopkins and Charles Crocker, and these four men became associated in time in the enterprise which made them all famous.

Mr. Stanford had been bred and brought up a Whig and a Free Soiler, and greatly enjoyed the excitement of political campaigns, and it may be said that he took a pardonable pride in the honors which were in time bestowed upon him. His prominence in Sacramento was so great, that, in 1860, he represented California in the Republican National Convention in Chicago. He was one of the most loyal supporters of Abraham Lincoln for the nomination as President, and was consulted by Mr. Lincoln in regard to Pacific coast affairs. In the struggle which followed that nomination in California to save the State to the Union, Mr. Stanford proved a vigorous and influential opponent of secession. The South had always desired that California should be a slave State, and thousands of men from the old slave States, intensely bitter in sentiment, were determined to take California out of the Union, if possible. From the first intimation that there would be trouble between the North and South, Mr. Stanford did not hesitate upon all occasions to express his unflinching loyalty to the Union; and his courage in discussion, the irresistible strength of his arguments and his influence with the people, made him the logical candidate of the Republicans for Governor in 1862. During a thorough canvass of the State, he appealed in his speeches so cogently to the patriotic impulses and loyalty of all who heard him, that his success in the election was remarkable. California had never elected a Republican Governor, but in 1862 the State elected Leland Stanford to that office by 23,000 plurality, the first Republican who ever sat in the Gubernatorial chair of the State. With so firm and loyal a man at the helm, all danger disappeared, and, as War Governor of the State, he filled the office to the entire satisfaction of the people. All of his State papers were characterized by sound suggestions, patriotic spirit, breadth of view, and intimate comprehension of State and National questions. So warm was the affection which he was able to win, that to the end of his life he was always spoken of in California as Governor Stanford, although for nine years before his death he was a United States Senator.

Before his election as Governor, however, Mr. Stanford had become identified with the building of the Pacific railroad. When T. J. Judah, engineer of the Sacramento Valley and other local railroads, had proposed the construction of a line across the Sierra Nevada mountains, people said it was madness. Neither Congress, States nor syndicates had ever been found willing to begin this perilous enterprise. Mr. Stanford was a merchant and public man, intimately acquainted with the needs of his State, and he quickly grasped the importance of such a road. He foresaw its value in quicken-

ing the development of the industries and trade of the Pacific coast, and he inscribed his name indelibly upon the pages of his country's history by the part he bore in originating and bringing the great enterprise to completion.

Popular sentiment in favor of a railroad received its first open expression in a convention in San Francisco in September, 1859, presided over by Gen. John Bidwell, but enormous difficulties confronted the project and it was not until the Spring of 1861 that the railroad meeting was held at the St. Charles hotel, Sacramento, at which seven men, of whom Mr. Stanford was one, bound themselves to supply the funds to keep surveyors in the field and explore a practicable route. June 28, 1861, The Central Pacific Railroad of California was organized under the general corporation laws of the State, with a capital stock of \$8,500,000, divided into 85,000 shares. Leland Stanford was elected president; C. P. Huntington, vice president; and Mark Hopkins, treasurer. At the outset, Messrs. Stanford, Huntington, Hopkins, Crocker and Judah each subscribed for 150 shares. Only 1,580 shares were taken, par value \$158,000; and ten per cent. of the amount was paid in at the time; and thus, with only a few thousand dollars of actual money, began a colossal undertaking, which required during its progress the expenditure of millions of cash and the services of thousands of workmen. Mr. Crocker applied himself to the work of construction, Mr. Huntington to negotiation of loans, and Mr. Hopkins to business details; but Mr. Stanford had general supervision of all the work, particularly of legislation, and it fell to his lot to co-ordinate and direct the energy and labors of his able associates and bring them all into harmonious working.

In July, 1862, the welcome news was received that Congress had enacted the Pacific Railroad law, and on Dec. 1, 1862, the company filed its acceptance of the proposals. Two years were allowed for the completion of the first division of fifty miles, and it was necessary under the contract to build forty miles of road before the issuance of the Government bonds, which were promised at the rate of \$16,000 a mile to the foot of the mountains, and \$48,000 a mile through the mountains. That was the critical moment of the enterprise. The problem of construction of the first forty miles was solved, however, by Messrs. Stanford, Huntington, Crocker and Hopkins, who pledged their private fortunes to pay for the labor of eight hundred men for the first year. Work was begun. At times it flagged. More than once ruin stared them in the face. Even the stout hearted Crocker, as he declared afterward, would have been glad at times "to lose all and quit." But the iron will of Leland Stanford dominated his associates performed wonders in the face of apparently insurmountable obstacles, and triumphed over everything. His phenomenal energy was applied to every branch of the work, and was exerted to such good purpose, that 530 miles of The Central Pacific Railroad through the Sierra Nevada mountains were constructed and placed in working order under his direction in the extraordinarily short period of 293 days.

The last spike was driven at Promontory Point, Utah, May 10, 1869, seven years earlier than the date fixed by the contract, ten miles of rails having been laid within the last working day by Charles Crocker, and, after a race with The Union Pacific, the most exciting in the annals of railroad building, the work was done. Mr. Stanford's investment in the road was more than once in great peril, but nothing diminished his confidence in the enterprise for a moment. It is declared to be a marvel that the four men who built The Central Pacific Railroad ever survived the terrible ordeal. Mr. Hopkins did, indeed, die in 1876, and Charles Crocker never recovered from the strain.

The tremendous labor of those seven years, the extreme difficulties of all sorts to be overcome, the anxieties and protracted mental strain, can never be described.

After the completion of this gigantic undertaking, Mr. Stanford gradually lent his influence and attention to other public works for the development of the material interests of the Pacific coast. He was deeply interested in and officially connected with The Southern Pacific Railroad, which, with his three associates, he undertook and built; and numerous other enterprises of moment engaged a part of his attention.

During his later years, Mr. Stanford felt that he should take a little of the ease which had heretofore been denied him, and he erected and furnished a handsome residence in San Francisco at a cost of \$1,500,000. But Mr. Stanford never forgot his love of the life of the open country, and at Palo Alto, in the richest part of the Santa Clara valley, Cal., he established a ranch of 7,500 acres, which soon became known in every part of the United States. Upon this estate, he began, for relaxation, the breeding of thorough bred trotting stock. In his diversions, Mr. Stanford was as masterly as in everything else he undertook, and he elaborated a system of training, the result of previous years of study, which long provoked opposition and dissent among old fashioned breeders, but whose success silenced all criticism. This system depended upon early training and development, and its wisdom was denoted by the production of some of the swiftest horses in America. Electioneer was the most successful trotting sire ever known, and Palo Alto, Arion and Sunol all became amazingly fleet and renowned. Other great and swift trotters were Manzanita, Bell Boy, Bonita, Anteco, Antevelo, Hinda Rose, Ansel, Wildflower, St. Bel, Eros and Azote. In fact, the speed of many of his two and three year old horses startled the trotting world. During his studies, Mr. Stanford caused to be taken at the Palo Alto ranch a series of instantaneous photographs of horses at high speed, and the pictures thus obtained, published by him in a luxurious volume, entirely revolutionized all previously accepted notions of the positions assumed by horses in a trot and at a gallop, and revealed the fact that many famous pictures were radically incorrect. The Stanford photographs created a sensation on two continents.

Mr. Stanford also took much pleasure in a ranch of 55,000 acres at Vina in Tehama county, where 3,575 acres were cultivated as a vineyard. The Gridley wheat ranch of 22,000 acres in Butte county also belonged to him. As an investment, he owned a large amount of urban real estate, including several valuable business blocks in San Francisco, and many acres of land on the Point Lobos road to the Cliff House.

Mr. Stanford enjoyed a long life of unalloyed happiness in the company of his wife. An only son was born to them, May 14, 1869, whom they named Leland Stanford, jr. The death of this singularly beautiful character in Florence, Italy, in 1884, was so painful a shock to Mr. and Mrs. Stanford that it must not be dwelt upon. Out of their bereavement grew a magnificent resolution, and they decided to devote a large part of their fortune to the foundation and endowment of an institution of learning, which should preserve for all time the memory of the bright young spirit, who had passed away at the very threshold of his active career. To this end, in 1885, they deeded to the State of California property of present and prospective value of \$20,000,000, to be devoted to the construction and maintenance at Palo Alto of the most complete educational institution in the world. The corner stone of the first building was laid May 14, 1887, and the Leland Stanford Junior

University opened its doors with impressive ceremonies, Oct. 1, 1891, under the presidency of Dr. David S. Jordan, previously president of the Indiana State university.

Ex-President Benjamin Harrison is only one of the distinguished men who have since delivered lectures at this institution. At present there are 1,100 students receiving benefits from the university, 300 of them being young ladies. Every State in the Union is represented, except Delaware. Senator Stanford was unceasing in his gifts to the university, and spent vast sums of money in the purchase of collections for the scientific departments and of costly works of art for its various departments. The buildings have all been completed and constitute an enormous group of structures.

In 1887 and 1891, Mr. Stanford was elected United States Senator from California. His services in the Senate met with general approval, and with him originated the Land Loan bill.

The end came at Palo Alto, June 21, 1893. Senator Stanford could probably have increased his length of years, had he consented to the use of stimulants, but he abhorred them in all their forms and had never even used tobacco since the age of thirty. His death created a profound impression throughout the United States. He had been regarded as the foremost Californian of his times, and was so generally loved that flags were lowered to half mast in all Pacific coast cities.

Senator Stanford was remarkable for his strong, rugged, and striking personal appearance, his vigorous intellect, his daring and original views, his positive convictions, indomitable will, patriotism, and unfaltering devotion to his country and State. He was always genial in conversation and those who were admitted to social intercourse were always delighted with his entertaining reminiscences. His career was unique in that it combined in the story of one life, upon a stupendous scale, a great variety of successful achievements, any one of which would have given other men lasting fame and reputation. He was heroic in mould and heroic in soul, and lived to change his country's history and to be a means of blessing to his countrymen.

His mortal remains lie to-day amidst the grooves of Palo Alto, in a spot where his son had been laid before him, and it seems not inappropriate to close the story of his life with the following lines by Mr. C. K. Field, a Stanford student:

Sweet rest to thee and thine illustrious head,
Sweet rest and deep,
Where we have laid thee after all is said,
In granite-guarded sleep;
With that stern silence of long ages dead,
The sphinxes vigil keep.

Not yet, strong heart, into that hush of stone,
Comes perfect peace;
Still waiting stands the third place open thrown,
Unrest can only cease
When from the sorrow she endures alone
One other finds release.

Sweet rest to thee and thine; in calm content
Sleep quietly;
More than a granite tomb the monument
That ever stands to thee,
The gratitude of our great continent
Thine immortality.

Tender verses! touching allusion to her who now remains alone to consummate the last and greatest work of Leland Stanford!

ISAAC STEPHENSON, lumberman, Marinette, Wis., born in Fredericton, N. B., June 18, 1826, son of a farmer and lumberman of the same name, went about 1840 to Bangor, Me., and a year later to Wisconsin, with the family of Jefferson Sinclair. Work on Mr. Sinclair's farm near Janesville and at lumber camps near Escanaba, Mich., enabled Mr. Stephenson, before he was twenty-one, to become principal owner of the schooner *Cleopatra*, and afterward to buy forest lands in Michigan with Mr. Sinclair and David Wells, jr. In 1850, he began taking contracts for logs, and 1850-52, sailed between Milwaukee and Escanaba. Every dollar he could save was put into timber lands on the Escanaba, Ford and Sturgeon rivers and the Bay de Noquet. In 1858, he bought a fourth interest in N. Ludington & Co., and became vice president of The N. Ludington Co. in 1868, and since 1883 has been president and controlling owner. He has been connected with The Peshtigo Lumber Co. since 1867, and is now its president. He has an interest in several hundred thousand acres of forest lands in Michigan and Louisiana, was one of the originators of the Sturgeon bay ship canal, and has always been president of The Menomonee River Boom Co., and The Stephenson Co., and is president of The Stephenson National Bank. As a Republican, Mr. Stephenson was elected to the Legislature in 1866 and 1868, and to Congress, 1882, '84 and '86.

EDWARD CANFIELD STERLING, manufacturer, St. Louis, Mo., is of mingled Scottish, English and Dutch lineage. The name of Elisha Sterling, his grandfather, a distinguished public man, appears more frequently in the records of Salisbury, Conn., than that of any other person. Frederic Augustine Sterling, son of Elisha, was part owner of a furnace in Chapinsville, Conn., and there his son, Edward C. Sterling, was born, Aug. 3, 1834. Caroline Mary Dutcher, mother of Edward, was a descendant of Roloff Dutcher, one of the three Dutch owners and first settlers of the Weatogue intervals. Frederic A. Sterling having moved to Geneva, N. Y., and Cleveland, O., and becoming a confirmed invalid, Edward went to work in 1850 in his father's saw mill near Cleveland, and, in 1856, with an older brother built a saw mill near Oshkosh, Wis., where he failed in business and was stricken with rheumatism. A long period of suffering followed. In 1860, however, he established a plant in Memphis, Tenn., to make brick from dry clay under hydraulic pressure, under a patent invented by Ethan Rogers, an employé of Elisha Sterling, an uncle, in iron works in Cleveland. The Civil War brought fresh disaster, and Mr. Sterling began life anew in St. Louis. Always of delicate health, Mr. Sterling triumphed from sheer force of will, and in St. Louis created a great industry in the manufacture of pressed brick. He is now the principal owner of press brick works in St. Louis, Kansas City, Chicago, Omaha, Washington, Minneapolis, West Superior, Philadelphia, Findlay, Toledo, Rochester and Cleveland, and a prosperous and successful man. Sept. 7, 1860, he married Cordelia Seavey in Memphis, and is the father of Alma, wife of Dr. William T. Porter; Hildegard, wife of Thomas H. McKittrick; Edith, wife of Charles F. Simon; and Ruth, Robert Dutcher and Frederick Augustine Sterling.

JAMES BURGESS STETSON, merchant, San Francisco, Cal., born in Kingston, Mass., March 27, 1831, the son of William Stetson, farmer and currier, made his appearance in California at the age of twenty-one and for three years toiled after a fortune in the mines. Then, settling in San Francisco, he engaged in trade and is now known as a successful man and junior partner in Holbrook, Merrill & Stetson, dealers in hardware. It has been in lands and corporations that Mr. Stetson has chiefly made

his mark. Large land and water interests belong to him in Riverside in San Bernardino county, and he is president and general manager of The North Pacific Coast Railroad and The California Street Cable Railroad in San Francisco and has banking and industrial interests. He has been Supervisor for two years in San Francisco and is a member of the Pacific Union club. To Mr. Stetson and his wife, Maria Slack, have been born Sarah Frances, now Mrs. Winslow; Nellie M., now Mrs. Oxnard; Albert Lincoln and Harry Nally Stetson.

JOHN BATTERSON STETSON, manufacturer, Philadelphia, Pa., is a native of Orange, N. J., May 5, 1830. Under the practical eye of his father, Stephen Stetson, a hatter, John learned the hat trade in Orange and followed it on a small scale until January, 1865, when he removed to Philadelphia. Old hats were repaired for a time in a small room and were delivered by the young man in person. In the Spring of 1866, he leased a larger space and began to make some progress in the making of new hats. His goods were popular, and, through the persuasion of travelling salesmen, whom he began to send out in 1869, he greatly extended the trade. In 1872, Mr. Stetson moved his factory to Montgomery avenue and Fourth street, where he occupied an entire block and has since created there one of the largest hat factories in the world. His sales now extend to New York and London and the works employ about eight hundred and fifty operatives, producing about \$2,000,000 worth of hats every year. The business is now incorporated as The John B. Stetson Co., capital \$2,700,000, Mr. Stetson president. An interesting feature of the Stetson factories is the amount of space set apart for the entertainment of operatives. There are reading rooms, a parlor, a hall which will seat two thousand persons, a library, a dispensary, and an armory, and Mr. Stetson has also promoted the formation of a Sunday school and various literary and other societies. The Young Men's Christian Association of the city has received \$50,000 from Mr. Stetson, and at DeLand university in Florida, of which he is a trustee, Stetson Hall stands as a mark of his liberality. Mr. Stetson is an owner in Erben, Search & Co., manufacturers of yarns, and connected with a number of other business enterprises, and a member of the Manufacturers' and Art clubs of Philadelphia. His family consists of his wife, Mrs. S. Elizabeth Stetson, and two children, John B., jr., and George Henry.

EDWIN AUGUSTUS STEVENS, engineer, Hoboken, N. J., member of the famous Stevens family and son of Col. John Stevens, born at Castle Point, Hoboken, July 28, 1795, died in Paris, France, Aug. 8, 1868. In 1820, Mr. Stevens became, by family agreement, trustee of his father's large estate in Hoboken, consisting largely of lands, and managed the property with success, meanwhile patenting the Stevens plow, which came into extended use. With his brothers, Robert L. and John C. Stevens, he came into possession, in 1825, of the Union line of steamboats to New Brunswick and stages to Philadelphia, and managed the enterprise with ability until The Camden & Amboy Railroad superseded the stages. When the railroad named was chartered in 1830, Robert L. Stevens became president, and Edwin A., treasurer, and the latter managed the finances of this corporation for more than thirty-five years, and never passed a dividend. These two brothers perfected the American system of railroad transportation and devised a great number of useful appliances. For the Hoboken ferry, a family enterprise, Edwin A. Stevens invented the closed fire room. Out of experiments with armor plate, Mr. Stevens demonstrated that four and one-half inches

of iron would resist a sixty-four pound shot, and the *Merrimac*, *Monitor* and other famous ships adopted that thickness of armor. Mr. Stevens designed the famous Stevens battery, which, at first authorized by Congress in 1842, was afterward rejected. The family spent millions on this iron ship, and Mr. Stevens left it, with \$1,000,000 for its completion, to the State of New Jersey. When the million had been spent, the State sold the ship and it was broken up. Stevens Institute, in Hoboken, was founded by the subject of this memoir with a gift of \$650,000. He was married twice, first to Mary Picton, by whom he had one child, Mary, who married the late E. P. C. Lewis, at one time Minister to Portugal. By his second wife, Martha Bayard Dod, he was the father of John Stevens, who died Jan. 21, 1895, Edwin Augustus, Caroline Bayard and Julia A., the latter dying in December, 1870, Robert L., Charles Albert and Richard Stevens.

COL. EDWIN AUGUSTUS STEVENS, mechanical engineer, Hoboken, N. J., born in Philadelphia, Pa., March 14, 1858, is at present the head of the Stevens family. He is a son of the late Edwin A. Stevens. Graduating from Princeton college with the class of 1879, he became occupied at once with the business interests of the family. He is president of The Hoboken Land & Improvement Co. and The Hoboken Ferry Co., inherits the mechanical genius of his family and was the first to substitute the screw propeller for the cumbersome paddle wheel in ferry boats on the Hudson river. He has always devoted his energies largely to the development of Hoboken and the improvement of its public facilities. He has been at different times Park Commissioner of Hudson county, N. J., Tax Commissioner for the city of Hoboken, Commissioner for the adjustment of Arrears of Taxation in Hoboken, president of The New Jersey Ice Co., treasurer of The Hackensack Water Co., director of The First National Bank of Hoboken and The Hudson Trust & Savings Institution, and trustee of Stevens institute. He was a member of the commission to define the boundaries between New Jersey and New York, a work which had been hastily performed one hundred years before by a commission, of which his great grandfather was a member. He also served as alternate Commissioner to the Columbian Exposition. Colonel Stevens has been active in the politics of his State, at one time serving as president of The Democratic Society of New Jersey, of which he was one of the organizers, and also as a member of the Democratic State Committee. In 1888 and 1892, he was a Democratic candidate for Presidential Elector, and he has served on the military staff of Governors Ludlow and Abbett and as Adjutant of the 9th N. J. militia. For several years, he commanded the 2d N. J. regiment. He is a member of the standing committee of the Episcopal diocese of New Jersey, trustee of The Washington Association of New Jersey, and member of the Builders' and Underwriters' Association, the Lawyers' and University clubs of New York, the German and Columbia clubs of Hoboken, the Atlantic Boat club, and The Society of Mechanical Engineers.

LEVI MERRICK STEWART, lawyer, Minneapolis, came into the world in Corinna, Me., the second son of the Rev. David Stewart, a scion of the Stewarts of Scotland. If family tradition is to be believed, Charles II. and Nell Gwynne were the founders of this branch of the clan. Brought up on a stubborn farm in a part of the State once renowned for the density of its forests and far less so for the fertility of its soil, Mr. Stewart imbibed from his wrestling with mother Earth something of the vigor and bristling self reliance of the pine trees, which were perhaps the most luxuriant product

of that part of Penobscot county. At any rate, having once set his mind on the gaining of an education, he never relaxed his efforts in that direction, until he had mastered pretty nearly all that the academies in Hartland and Skowhegan, Dartmouth college and Cambridge law school had to teach him. Throughout this entire course of education, Mr. Stewart paid his own way from a scanty salary, obtained by teaching in schools and academies. Admitted to the bar in 1856, he turned his face toward the setting sun, settled in Minneapolis, and began practice. Nothing has ever been allowed to interfere with the practice of his profession by Mr. Stewart. He has never married, never joined any society or club, refused every suggestion of public office, and never held a dollar's worth of stock in a corporation. For more than thirty-five years, his brethren of the law have seen him spend eighteen hours a day in hard work, and, to a remarkable capacity for prolonged labor, firmness in denying himself luxuries which many other more complaisant men regard almost as necessities of existence, and to steadfast continuance in striving, is due the marked prosperity which has rewarded Mr. Stewart during these latter years. Younger men who bemoan the disfavor which fortune has shown them may derive a valuable lesson from the story of Mr. Stewart's career and learn how to become prosperous, although a lawyer. Abstaining entirely from commercial pursuits, Mr. Stewart has invested his savings in real estate. He works incessantly, and attributes his vigor to the fact that he eats sparingly and has never tasted any stimulant, not even tea or coffee.

JOSEPH WHIPPLE STICKLER, realty owner, Orange, N. J., born in New York city, May 9, 1814, is the son of Joseph Stickler, also born in New York city, where he commenced his life with small means as a merchant, being early married to Nancy Hubbard, a beautiful and accomplished young lady, oldest daughter of J. Hubbard, Esq., who was born at River Head, L. I. By their self denial and careful management, Joseph Stickler and his wife became the possessors of valuable property near the Stock Exchange in New York city. Two sons were born to them, John Hubbard and Joseph Whipple, the older of whom died soon after his father. The death of the senior Stickler occurred in 1850, when he became a victim of paralysis which terminated his life at the age of sixty-three.

Joseph Whipple Stickler was then a young man of sterling qualities, and was left in full possession of his father's estate, and from it with his untiring energy and skillful management he has amassed a fortune. He was a devoted and loving son, caring most tenderly and generously for his beloved widowed mother, until the time of her death at the ripe old age of ninety-seven and in possession of the use of all her faculties unimpaired. After the death of his father, Mr. Stickler and his mother moved to Hoboken, where the son married Miss Charlotte, youngest daughter of Capt. John Snell of Athens, Bradford county, Pa., and Nancy Nichols of Cooperstown, an estimable lady.

Captain Snell was one of the first white children born in Bradford county about the time of the Wyoming Massacre. There he spent his life, dying at the age of 86, having reared a large family of children, of whom only two survive. His father, Major Abram Snell, emigrated from France a few months previous to the birth of Capt. John Snell and settled in Athens, at which time it was almost entirely inhabited by Indians, there being only one house in the place and very few white people. A treaty was made with the Indians, largely through his instrumentality, which resulted in a



Joseph Whipple Stickler

final departure of the red man from that most beautiful mountainous valley, through which run the Susquehanna and Chemung rivers. Soon afterward, there sprang up, here and there in the valley, picturesque and comfortable homes, until within a few short years it had become one of the most attractive valley of farms in all that region.

Mr. Stickler became the father of three children, one son and two daughters. The younger daughter, while preparing for college, fell a victim to hasty consumption, which brought to an early end a beautiful Christian life. The older yet survives.

In consequence of a very retiring disposition, Mr. Stickler has refused many honorable positions, but accepted the presidency of an insurance company for several years, and has been director of several banks and various other public institutions. He has been for many years a member of the First Presbyterian Church of Orange, in which he held the office of president of the board of trustees. His philanthropic spirit has been shown by his numerous and generous gifts to the various charities, both public and private, the latter receiving most largely of his benevolence, and his love for his home and friends is unbounded. Mr. Stickler is now a resident of Orange, N. J.

JOSEPH WILLIAM STICKLER, M.S., M.D., Orange, N. J., born June 26, 1854, only son of Joseph Whipple Stickler, is a physician of high repute. He received a college education and became a Bachelor of Science at the University of the City of New York, and later received the honorary degree of Master in Science from the same institution.

He entered the College of Physicians and Surgeons in New York in 1876, and, after attending three courses of the medical lectures, graduated with the degree of M.D., in 1879. While greatly prospered financially, he has not been diverted from his chosen profession, but esteems wealth far less than the fact that, since 1879, he has been a faithful worker in the ranks of those, who find satisfaction in promoting the healing art. In 1879-80, he was district physician to the Lying in Asylum in New York; lecturer on surgery and skin diseases in the College of Comparative Medicine in New York, 1881-82; house surgeon of the Presbyterian Hospital there, 1880-81; and is visiting surgeon and pathologist to the Orange Memorial Hospital at the present time. In 1881, Dr. Stickler established himself in Orange as a practicing physician. He is exceedingly active in general affairs, however, and is a member of The New York Academy of Medicine and The New York Pathological Society; vice president of The Orange Mountain Medical Society; and a member of The Essex County Medical Society, The Medical Society of the State of New Jersey, The Library Association of Orange and The Society for the Relief of Widows and Orphans of Medical Men in Newark; director and ex-president of The Young Men's Christian Association of Orange, N. J.; director of The Second National Bank, elder in the First Presbyterian Church, and pathologist to the Orange Board of Health.

Dr. Stickler was awarded a prize of \$100 by the Medical Society of the State of New Jersey, for a prize essay, entitled "The Diseases and Climatology of Essex County, N. J.," being the only person to whom the society has ever awarded such a prize. He has performed several successful ovariectomies and a number of laparotomies, has divided the trachea its entire length to remove a foreign body from the left bronchus, and has also performed such major operations as come to most men who are surgeons to hospitals. He is the author of a book, "Adirondacks as a Health Resort," published by G. P. Putnam's Sons, in 1886, and of papers on "Foot and Mouth Dis-



Joseph M. Stickler

ease in its Relation to Man," *Medical Record*, 1887; "Equine Scarlatina Virus as a Prophylactic against Human Scarlatina," *ibid.*, 1883; and "Bovine Tuberculosis, its Transmission to Man, etc.," *ibid.*, 1893. Much original work has been performed by him in attempting to discover a disease in the lower animals, which will furnish virus which, when introduced into the human tissues, will render them proof against the contagion of scarlet fever. Europe has been visited several times for the investigation of diseases of special interest to him, and articles have been contributed upon various topics to medical journals and societies throughout the country, during the past fifteen years. While a general practitioner, he makes a special study of diseases of the lungs. He has done much to secure such legislative action as will probably result in the eradication of bovine tuberculosis from the State of New Jersey. To this end, he was appointed chairman of a committee on tuberculosis by the New Jersey State Medical Society. When it is fully understood how many children and adults are exposed to the contagion of this awful disease by drinking milk, an approximate idea may be had of the great good resulting from labors in this direction.

Dr. Stickler united with the First Presbyterian Church of Orange at the age of fourteen, and has ever since been a devoted member, and was very active as a teacher in the Sunday school until his professional duties became so numerous as to compel him to withdraw, although he has not lost his interest in that line of work. He has ministered largely to the needs of the poor, not only in his own church, but in many others in Orange, his professional service often making clear the needs of those who otherwise might have remained unnoticed. It has always been Dr. Stickler's belief that the degraded poor receive a spiritual and moral uplift by having created round about them such an environment as would naturally and constantly suggest to them a purer and nobler life. To this end, he has not infrequently brightened their homes by supplying attractive and comfortable furnishings, and the results have made it clear to his mind that he was right in his belief.

JOSEPH HENRY STICKNEY, manufacturer, Baltimore, Md., born in West Brookfield, Mass., Aug. 6, 1811, died at his home on Mount Vernon place, May 3, 1893. William Stickney, pioneer, landed in Boston from England as early as 1638, and the maternal ancestor, William Ward, arrived before 1639 and was of the same stock as that from which sprang Gen. Artemas Ward. The parents of the subject of this memoir were Thomas Stickney, a merchant of Boston until 1807, when he removed to Manchester, and Mary Colman, daughter of the Rev. Ephraim Ward. Reared in a sterling, God fearing New England family and inheriting thrift of character, Mr. Stickney began life as a hardware clerk in Boston. In 1834, under the sign of Stickney & Noyes, he made a venture in the wholesale trade in hardware in Baltimore, as agent for factories in New England. The house took the title afterward of Stickney & Beatty and then Stickney & Co. Later, Mr. Stickney was a special partner in the pig iron firm of Reed, Stickney & Co. He was a fine merchant, upright, progressive and diligent. He promoted various industries and was president of The Avalon Nail Co. until a short time before the works were swept away by the flood of 1868, and was the founder and, until 1879, president of The Stickney Iron Co. when he withdrew. He loved business pursuits and never married and never went into politics. In the improvement of Pilgrim Hall at Plymouth, Mass., he expended \$30,000 during his life time, and of the Pilgrim Society, he was vice president. When he died, the bulk of his property went to public

objects, mainly to colleges and societies of the Congregational church, and the Stickney Fund for the benefit of various objects in and around Plymouth and the care of Bunker Hill monument. In 1896, the will was contested by the heirs and was declared void.

LOUIS STIX, retired merchant, is the son of Solomon and Dorothea Stix and was born in 1821, at Demmelsdorf, Bavaria. He immigrated in 1841, and settled in Cincinnati, after having successfully carried on business in several country towns in Ohio. The first firm established by him in Cincinnati proved successful for two years, but was compelled, in 1850, to compromise with its creditors at fifty per cent. but, in 1864, Mr. Stix individually paid to each creditor the remaining part of the indebtedness, with fourteen years' accrued interest. In 1850, he founded the business which, under the firm name of Louis Stix & Co., yet exists at Cincinnati and has become one of the oldest dry goods houses in this country. Mr. Stix successively associated with himself, in that business, his brother-in-law, a younger brother and younger members of his family. In 1863, he removed to New York city. In the trade, his name has become synonymous with sterling integrity. He is a man of strong will, inflexible purpose and sound judgments, and these characteristics have been the foundation of his successful career. Mr. Stix is a member of the Harmonie club, a director of the Mt. Sinai Hospital and closely connected with the Hospital Saturday and Sunday Association. He was married in 1851, to Henriette Hackes and has had ten children, all living.

FRANCIS BROWN STOCKBRIDGE, lumberman, Kalamazoo, Mich., born in Bath, Me., April 9, 1826, died in Kalamazoo, April 30, 1894. Completing his studies at the Bath academy, he went to Boston in 1843 and secured employment as a clerk in a wholesale drug house, remaining there until 1847. Then, following the emigration to the West, he settled in Chicago and became interested in the local lumber trade and in saw mills in Michigan. In 1857, he removed to Allegan county, Mich., to take charge of a rapidly growing business and dwelt there until 1863, when he removed to Kalamazoo. Mr. Stockbridge accumulated a large fortune in the lumber trade and spent a little of it in a stock farm, which was a source of much diversion to him. His first active participation in politics was in 1869, when he was elected to the Michigan State Legislature. In 1871, he was elected a State Senator and, in 1887, United States Senator to succeed Omar G. Conger, taking his seat March 4, 1887, and being honored with re-election in 1893. He was a lifelong member of St. Luke's Episcopal Church and held a high position in the community. His death was due to heart trouble.

EDWARD HARRIS STOKES, operator in realty, and a prominent resident of Trenton, N. J., began life upon a farm near the little village of Moorestown, Burlington county, N. J., about nine miles from Philadelphia, having been born there June 22, 1824. His family were God fearing and worthy people, and the father traced his lineage to Thomas Stokes, a member of the Society of Friends, who, with his wife and nine children, arrived from London at New Castle on the good ship *Kent*, the sixteenth of the sixth month, 1677. Settling in Burlington county, N. J., these pioneers planted there not only their family, but the sterling character and religious sentiment for which the Society of Friends is noted.

Edward H. Stokes is a son of Samuel Stokes and Marion his wife. He was sent in boyhood to the Friends' school in Moorestown and in that excellent institution gained more than a sufficient equipment for the life of a farmer, to which at first he seemed destined and in which he spent his early years. Burlington county farms are fertile,



Edward H. Stokes

but young Mr. Stokes aspired to a career in the larger world beyond. The biographer is unable to say what it is in farm life which sent so many men fifty years ago into the gentle art of picture making, invented by Daguerre, unless it were the fact that a reaction from severe physical labor might have made the delicate and skillful art of daguerreotypy seem fascinating to a youth tutored in manual toil. When Mr. Stokes left the farm in the year 1840, he learned this art in Trenton and followed it on his own account from 1850 to 1860, adapting himself to all its changes and taking daguerreotypes, ambrotypes and photographs. In 1860, he retired from the business, and ever since has given his attention mainly to real estate, but also to loans, bonds and mortgages. His operations in this class of property began with the inheritance of a large amount of real estate, which, held for many years, increased in value and made Mr. Stokes a rich man. He has invested largely in bonds and mortgages, and never made a business of stock speculation; and industry, frugality, temperance, and a bright mind have been the keys which have unlocked the doors of success for him. He was a director for many years of The Mechanics' National Bank and The Trenton Saving Fund Society.

Mr. Stokes has devoted some time to public affairs, but merely to be of use, not to hold office, and was a member of the Board of Education of Trenton for eight years and its president for five. He is also a member of the State Industrial School for Girls.

In June, 1860, in Trenton, he married Miss Permelia S., daughter of Joseph Wood, an uncle of Benjamin Wood and the late Fernando Wood of New York. The children born to them have been J. Harry Stokes, deceased; Marion, wife of Charles H. Swan, of Philadelphia; Edward Ansley and John Woolverton Stokes of Trenton, and Sarah Virginia Stokes and Alice White Stokes, both of the latter dying in infancy. The family home of "Woodlawn," is rich in historic association. Built in 1720 by the first settler of Trenton, Colonel Trent, it has been occupied by Governor Lewis Morris, Governor Price, John Cox and James M. Redmond. Ex-Mayor Cooper, of New York city, married his wife, Miss Redmond, from this house, as did also Edward Stevens, the great inventor, Horace Binney, of Philadelphia, and the father of Senator Chestnut, of South Carolina. Mr. Stokes has been a member of the Independent Order of Odd Fellows for fifty years.

AMASA STONE, railroad president, born, April 27, 1818, in Charlton, Mass., died in Cleveland, O., May 11, 1813. The pioneer Puritan ancestor of his line, Massachusetts, 1635, lived to the age of one hundred. Mr. Stone began life as a carpenter and builder, and in 1839-40 spanned the Connecticut river at Springfield with a Howe truss bridge. Mr. Stone built bridges in New England, many of them of large size, under the Howe patents for several years, serving meanwhile for a short time as superintendent of The New Haven, Hartford & Springfield Railroad. His energy in bridge building was remarkable. About 1848, with partners, he contracted for and built a section of The Cleveland, Columbus & Cincinnati Railroad, and in 1850 became superintendent of the road and later of The Cleveland & Erie, but resigned in 1854. The Chicago & Milwaukee Railroad was next built by Mr. Stone, and then he became a railroad manager, being a director of the road last named for many years, president of The Cleveland, Painesville & Ashtabula Railroad, and after 1873 managing director of The Lake Shore & Michigan Southern Railroad. Large wealth needing investment made Mr. Stone one of the original stockholders and a director in The Western Union Telegraph Co.,

a large stockholder of The Standard Oil Co., controlling owner of iron works in Youngstown, O., and a shareholder in The Forest City Varnish Co., The Hayden Brass Works at Elyria, and The Union Iron & Steel Co.; director of The Merchants' Bank, The Bank of Commerce and The Cleveland Banking Co., all in Cleveland, and for several years president of the Toledo branch of The Old State Bank. President Lincoln entertained a high respect for Mr. Stone's judgment, often consulted him about army transportation and offered him an appointment as Brigadier General. While Mr. Stone made many large gifts to charity and education, his most notable one was that of \$600,000 to Western Reserve college, then located in Hudson, O., which, in accordance with the wishes of the donor, was removed to Cleveland, adopting then the title of Western Reserve university, Adelbert college being built from the funds of Mr. Stone, so named in honor of his deceased son. He was a Presbyterian. Mr. Stone was married about 1848 to Miss Julia A. Gleason of Warren, Mass., by whom he had three children: Adelbert, who was drowned in the Connecticut in 1866, and two daughters, Mrs. Samuel Mather of Cleveland and Mrs. John Hay of Washington.

JAMES SULLIVAN STONE, property owner, Boston, Mass., born in Grafton, Mass., July 4, 1816, the son of Albert Stone, is a descendant of Gregory Stone, a native of Sudbury, Eng., who came to Boston in the ship *Increase* about 1634. The subject of this notice was educated at Andover, Mass., and until fourteen years of age, worked upon a farm. In 1837, he made an essay in business as a shoe merchant in Alton, Ill., and in 1845 removed to Boston, where he continued the shoe and leather business for exactly thirty years. About 1870, Mr. Stone began to make investments in buildings and lots in the business part of Boston and has since been devoted to the management of this class of property. Three of his stores were burned in the great fire of 1872. Mr. Stone was married, June 13, 1838, to Mary Lewis Phinney of Falmouth, Mass., and their children are Albert, Ellen Augusta and Edwin Palmer Stone.

NELSON STORY, well known in Montana, is a son of Ira Story, owner of a fertile farm in Meigs county, O., where Nelson was born, April 4, 1838. While growing up in the rural districts, this new comer into affairs managed to graduate from the State university in Athens. At the age of twenty, he took a clerkship in a store, and after various experiences of no great interest, removed to Montana, in 1863, and there engaged in freighting with wagons and pack trains. In 1864, he engaged in mining, but, for the past nearly thirty years, has been a successful farmer and cattle grower. A large amount of public land has gradually come into his possession, and Mr. Story is now, probably, the largest cattle raiser in Montana. Nelson Story & Co., of which he is senior partner, conduct a large flour mill and grain elevator in Bozeman, where he makes his home, and Mr. Story is vice president and chief owner of The Gallatin Valley National Bank. In 1862, he married Ellen Trent, of Leavenworth, Kan., and has four children, Nelson, Thomas B., Rosa and Walter G. Story.

HENRY LANE STOUT, lumberman, Dubuque, Ia., born in Hunterdon county, N. J., Oct. 23, 1814, is the son of William Stout and of Eleanor Lane, his wife, both members of old New Jersey families. Mr. Stout's boyhood was spent on a farm and his education obtained in the country public schools. In his sixteenth year, he determined to begin life for himself, and worked at the builder's trade until twenty-one years of age, the last year in Philadelphia, and in the Spring of 1836 moved to the then Territory of Michigan, and located at what is now called Dubuque, Ia., which has been

his home ever since. Upon his arrival, he took contracts for building and also engaged in mining, and in both occupations was moderately successful. The year of 1853 brought him an opportunity to buy an interest with Knapp & Tainter in the lumbering business, which he improved, the name of the firm then changing to Knapp, Stout & Co. Mr. Stout's influence made itself felt strongly and at once, the business soon growing to gigantic proportions. Mr. Stout has now been active in the manufacture of lumber for more than forty years, and is in every way the strongest member of the Knapp, Stout & Co. company, of which he is president, and he and his partners have managed the concern so successfully that to-day it ranks among the largest of its kind in the world. The firm own immense areas of timber lands and have always remained independent of trusts and combinations.

Mr. Stout was always active in new enterprises in Iowa, and became one of the incorporators of The Dubuque & Sioux City Railway, The Dubuque Harbor Co., and The Dunlieth & Dubuque Bridge Co. The people of Dubuque elected him Mayor twice during the late Civil War, and he has filled many other local offices of honor and trust. Legitimate enterprise, the possession of undoubted business talent, and investments in the lumber business, railroads, live stock, farms, etc., have made him one of the strongest men financially in the West. His name is known throughout the United States, and he can look back upon a life well spend and can safely be accorded the honor of being the most successful man in Iowa.

Oct. 23, 1844, Mr. Stout married Miss Evaline Demming, a native of New York State. The children are James H. and Frank D. Stout, Mrs. A. W. Daugherty and Mrs. Fred O'Donnell. Mrs. Stout died May 12, 1879, universally mourned. Few women had done more good than she. Frank D. Stout, one of the sons, is with his father, an owner in the Highland stock farm.

WINFIELD SCOTT STRATTON, gold miner, Victor, Colo., born in Jeffersonville, Ind., July 22, 1848, is the only son among the nine children of Myron and Mary Halstead Stratton. The father was a boat builder. Winfield learned the trade of a carpenter, became an expert draftsman, served as a clerk in Eddyville, Ia., six months, and then followed his trade in Sioux City, Omaha, and elsewhere, finally locating in Colorado Springs in 1872, worth \$300. Mr. Stratton fell into the habit of spending every Sunday exploring the mountains near by for minerals, and lost \$3,000 he had made as a carpenter by putting it into the Yretaba mine in Cunningham gulch in 1873. Mr. Stratton spent every Summer for ten years working this unprofitable mine, going out on foot with two mules in the Spring, and coming back in the Fall to resume work as a carpenter. Then he began to study assaying, and in a mill at Breckinridge, Colo., learned the treatment of ores. June 6, 1891, he went into camp on Battle Mountain, Cripple Creek, and made a diligent effort to discover paying ore, without success, and reached home again, July 3, utterly discouraged. But debts were coming due, and Mr. Stratton rode back to the mountain, July 4, and, with a blow pipe, found that for which he had toiled so long. In honor of the day, he named his claim the Independence and another one the Washington. Both are excellent gold mines, and have made Mr. Stratton a rich man. He now owns about twenty gold mines and has a fifth interest in The Portland Mining Co. and two thirds interest in The Gold Crater Mining Co. He has been president of both. His wealth, actual and prospective, amounts to millions.

JUSTUS CLAYTON STRAWBRIDGE, a merchant and a leading financier and citizen of Philadelphia, Pa., whose portrait appears upon the following page of this volume, was born near Reading, Pa., Jan. 11, 1838, a son of George F. H. Strawbridge, M.D., and descends from Scotch-Irish ancestors who arrived in Boston, Mass., about 1719. The death of his father, when Justus was three years old, led his mother a few years later, in 1848, to remove to Philadelphia with her family. The young man was educated at the public schools, and then, compelled at the age of sixteen to face the serious side of life, he secured a clerkship in a wholesale silk house. Earnings were small at first, but the young man entered with ardor and intelligence into the labors of his occupation, displayed much brightness and ability, won the respect of his employer, and soon secured promotion, and, being able to deny himself unnecessary luxuries, he also managed to save a modest amount of money.

In 1862, Mr. Strawbridge became a merchant on his own account in Philadelphia and opened a small three story dry goods store on the northwest corner of Market and Eighth streets. The judgment shown in choice of location is indicated by the fact that the business which Mr. Strawbridge has created, now the largest of its kind in the city, is yet conducted upon the old site. The founder of this store seemed to possess the sum of all the qualities which make a good merchant, and a continually increasing trade compelled him repeatedly to enlarge his establishment, which now occupies a greater area, it is believed, than any other house in America devoted to the retail sale of dry goods. In 1868, a junior partner was taken in, in the person of Isaac H. Clothier, and business was conducted thereafter under the name of Strawbridge & Clothier. Few men exhibit the skill in organization and management of Mr. Strawbridge. His methods have been original and the selections of heads of departments judicious, and the system of profit sharing which he has introduced has contributed to render exceedingly efficient the large army of employés of the house. It is sometimes difficult to specify all the sources of any instance of phenomenal success in life, but there can be no doubt that Mr. Strawbridge owes his largely to his own progressive spirit, his early comprehension that the day of great stores had come and his energy in the execution of judicious plans. The sales of his establishment now amount, probably, to \$9,000,000 a year, and Mr. Strawbridge has attained fortune, the good will of his own employés and the general respect of the community.

Notwithstanding the burdens imposed by practical affairs, Mr. Strawbridge has been led by public spirit to devote a certain portion of his time to matters of importance to his fellow citizens. In politics a Republican, he does not hesitate to join with other parties to effect needed reforms in city or State affairs, and he served as a member of the Committee of One Hundred and chairman of the Lincoln Independent Republican Committee, which contributed so largely to the election of Governor Pattison in November, 1890. He has been a leader in advocating and providing small parks throughout the city and made the acquisition of Bartram's gardens, on the lower west bank of the Schuylkill, an almost personal matter.

Agreeable in personal intercourse, he has been elected a member of the Municipal Association, and the Union League, Manufacturers' and Art clubs, being, one of the founders of the latter. He is a director of The Provident Life & Trust Co., The Delaware Insurance Co. and The Germantown Savings Fund, and president of The City Avenue Bridge Co. and director of Haverford and Bryn Mawr colleges.



J. C. Strawbridge

Mr. Strawbridge was married, April 7, 1863, at Philadelphia, to Mary Lukens of Chester county, Pa. His three oldest children are associated with him in the business, viz: Edward R., Frederic H. and Robert E. Strawbridge; the other two, William J. and Francis R. Strawbridge, are at college.

WORTHY STEVENS STREATOR, M.D., of Cleveland, O., born in Hamilton, N. Y., Oct. 16, 1816, comes from French Huguenot stock, his father, Isaac H. Streator, having been a native of Massachusetts. The lad attended school in Portage county, O., and fitted himself for the practice of medicine in the University of Lake Erie, Willoughby, O., graduating in 1839. He practiced medicine and surgery successfully until 1852 in Portage county and Cleveland, and then made fortunate investments in real estate, which brought him large means. In 1852, he built The Greenville Railroad from Dayton, O., to Union City, Ind., and later, as a contractor, built The Atlantic & Great Western, The Oil Creek and The Cross Cut Railways. In 1862-66, he became superintendent and general manager of The Oil Creek Railway, and revealed so much sound judgment and energy in this position, that, in 1870-78, he became president of The Cleveland & Tuscarawas Valley Railway, also built by him. In 1867, he built a railroad from Streator to Winona, Ill., and, 1867-69, projected and aided in building The Fox River Railroad from Streator to Aurora, Ill. The extensive coal fields at Streator, Ill., were opened by him, 1866-69. All these operations brought in a large amount of capital. In 1870, Dr. Streator was elected president of The Cleveland, Lorain & Wheeling Railroad; but, in 1878, he took the vice presidency, which position he has since retained. Dr. Streator adds to his other vocations that of a farmer and importer and breeder of fine stock. He was a State Senator, 1868-72, and, under appointment by President Hayes, Internal Revenue Collector at Cleveland, 1879-85. Married in Lima, N. Y., Aug. 19, 1839, to Sarah W. Sterling, he is the father of Helen Gertrude, wife of E. B. Thomas, of New York city, president of The Erie Railroad; Sterling Rush Streator, a farmer in Champaign county, O.; Edward Kent Streator, a railway employé in Cleveland; and Harold Arthur Streator, of New York city.

HENRY STRONG, lawyer, scholar and financier of Chicago, Ill., descended from the well known Massachusetts family of that name, and was born, in 1829, at Hellensburgh, Scotland, to which country his father had been appointed Consul General for the United States. Graduating from the University of Rochester and the Albany law college, Mr. Strong settled in Iowa, in 1856, and almost immediately took a leading place at the bar. The appointment of Samuel F. Miller to the Supreme Court bench of the United States, in 1862, left his junior rival in control of the most lucrative law practice in Southern Iowa. Mr. Strong soon became widely known as a lawyer and financier, through his connection with various railroad corporations as general or consulting attorney, including The Chicago, Burlington & Quincy, The Des Moines Valley, The Union Pacific and The Atchison, Topeka & Santa Fé, of which last named company he was president.

Land companies were organized by him for the sale and settlement of extensive grants of land lying in Iowa, Kansas and Nebraska, made by the government to railroad companies in which he had an interest. On these lands now reside nearly half a million people, who have improved and paid for them, as Mr. Strong was wont to say, "under the alleged despotism of the Morrill tariff."

Mr. Strong argued many important causes involving questions of constitutional law, including one of the earliest cases under what was known as the "Legal Tender Act" of Congress. He was the leading counsel, before the Supreme Court of the United States, in the celebrated contest between the Federal and State courts, involving the question, then first tried, of the power of the Federal Court to grant a peremptory writ of *mandamus* to compel the levy of a tax, which had been enjoined by the highest court of the State—this being the first occasion in which such a conflict of authority had occurred in the judicial history of the country.

Mr. Strong retired in 1876 from the active practice of the law with an ample fortune, in order that he might more freely indulge his taste for historical and economical studies. He has taken much interest in the development of college education by broadening the field of college study, and has delivered many addresses upon historical and industrial topics. His address of welcome to the founders of Chicago, in 1876, upon the first occasion they were convened, was very generally noted at the time; as also his address to the "old settlers" of Missouri, Illinois and Iowa, assembled in Tri-State Convention, at Keokuk, Ia.

Mr. Strong has a Winter residence in Washington, D. C., and has done much to improve that city by the erection of handsome commercial buildings. His Summers he spends at Lake Geneva, Wis., near Chicago, in which latter city he has large property interests.

Mr. Strong is noted for uniting, in a remarkable degree, legal ability and financial enterprise with a great fondness for the study of constitutional and economic law and political history. Although unusually equipped by education, experience and natural ability for public life, he has declined repeated solicitations to enter Congress or go upon the bench.

CLEMENT STUDEBAKER, manufacturer, South Bend, Ind., is a son of a wagon maker and blacksmith. John and Rebecca Studebaker, his parents, were of German lineage. Clement was born in the township of Gettysburg, Pa., March 12, 1831, and the first Studebaker wagon was made by his father in 1812. In 1835, the family immigrated to Ashland county, O., and in an old shop there, Clement learned his father's trade, deriving a little education meanwhile from country schools and study of books at home in the long Winter evenings. At the age of fourteen, he worked on a farm for a time for \$2 a month. Having finally finished his probation in the wagon shop, Mr. Studebaker went to South Bend, Ind., and taught school in the Winter of 1850-51. Meanwhile, Henry, an older brother, had started a smithy and wagon shop in South Bend, and in 1852, Clement engaged in the business with him, cash capital then, \$68. Those were the days of small things, but the West was growing rapidly, and during the Civil War, contracts with the Federal government gave the business a great impetus. Henry retired and John M., Peter E., and later yet, the youngest brother, J. F., joined to constitute the firm of Studebaker Bro's. In 1868, owing to the magnitude the business had attained, it was incorporated as The Studebaker Bro's Manufacturing Co., capital \$1,000,000, and the subject of this sketch has been president continuously to date. About 1,500 men are now employed in the shops in South Bend and there are depots for sale of the wagons, fine carriages, street sprinklers and other products of the concern in Chicago, New York, Kansas City, Salt Lake and San Francisco. Mr. Studebaker has not sought political notice, but has attended two Republican National Con-

ventions as a delegate, was a Commissioner to the Paris Exposition, president of the Indiana Commission at the Columbian Exposition in Chicago, and a Commissioner at the Pan-American Congress, and has been president of The National Carriage Builders' Association, and in private affairs is a member of the Book Committee of the Methodist church and a trustee of the Chautauqua Assembly and De Pauw university. Sept. 13, 1864, Mr. Studebaker married Ann, daughter of George Milburn, at Mishawaka, Ind. George M., a son, is secretary of the Studebaker concern, and Clement, jr., is cashier. The other child is Ann M., wife of C. A. Carlisle.

JOHN MOHLER STUDEBAKER, manufacturer, South Bend, Ind., born, Oct. 10, 1833, in Lancaster, Adams county, Pa., worked for a few months in 1852, for a German wagon maker in South Bend. In 1853, he travelled overland to California in a wagon of his own making, the first of the Studebaker productions to make this trip, and sold it on the coast for \$300 in gold. For five years, Mr. Studebaker built wagons in California and with his savings then returned to South Bend and became the partner of his brothers. When the company was organized in 1868, the brothers made the subject of this sketch first vice president, and that position he yet holds, devoting his attention mainly to the mechanical department. None of the brothers has ever been able to give much time to practical politics. John served one term in the Common Council of South Bend and seems to have been satisfied with that one excursion into politics. In 1859, he married Mary J. Stull, of South Bend, and has three children—Lilly, wife of H. D. Johnson; Grace, wife of F. D. Fish, and John M. Studebaker, jr. Mr. Studebaker is a member of the Presbyterian church.

PETER E. STUDEBAKER, manufacturer, Chicago, Ill., was born in Ashland county, O., April 1, 1836, the son of John Studebaker. Early in life, this energetic man entered a dry goods store in South Bend, Ind., as a clerk on a meagre salary, and at the end of three years, became a peddler of dry goods and notions, and at the age of twenty opened a retail dry goods store in Goshen, Ind. Although successful in this venture, his brothers, Clement and John M. Studebaker of South Bend, induced him, in 1860, to join them in the business of making wagons. Peter's energy proved a strong reinforcement and the firm of Studebaker Bro's soon took him into equal partnership and sent him to St. Joseph, Mo., to establish a depot, where he built up a handsome trade with the plains. In 1884, the growing manufacture of fine carriages compelled Mr. Studebaker to remove to Chicago. Mr. Studebaker is now treasurer of the concern. He is practical, energetic and modest, possesses great physical vitality, and is highly esteemed by all with whom he comes in contact. His family includes his wife, Mary Louise Ewing, and their children, Wilbur Fisk Studebaker; Mary R., wife of Nelson J. Riley; and Dora L., wife of William R. Innis. Mr. Studebaker is a member of the Chicago, Union League, Calumet, Washington Park and Chicago Athletic clubs of Chicago; the Indiana club of South Bend; the Commercial club of Indianapolis; and the Pelee Fishing club of Ontario, Canada.

EBEN PERRY STURGES, merchant, Mansfield, O., born in Fairfield, Conn., Aug. 12, 1784, a son of Dimon Sturges, a farmer and weaver, died in Mansfield, Jan. 1, 1862. The Sturges family are descended from John of that name, who settled in Connecticut in 1640. Solomon, grandfather of Eben, was the first man killed by the British in Fairfield county in 1777, during the memorable raid on Danbury. Eben was educated in Fairfield academy, studied trigonometry and navigation with especial care,

and began life as a sailor. A small vessel, built at Southport, Conn., with timber gathered from Devil's Den, bore him to sea in 1804 as her captain. Mr. Sturges followed the sea for a number of years, trading for John Jacob Astor and other merchants to ports on the American coast and to Spain, the West Indies and South America. During the War of 1812, the British captured Captain Sturges and his vessel and carried them off to Jamaica, where an attack of yellow fever would have ended his life, except for the competent care of a colored nurse.

After release, Mr. Sturges returned to America and engaged in various pursuits. Finally, buying from Solomon Sturges, his brother, two ox teams, he loaded the wagons with merchandise and started north from Putnam, now Zanesville, O., intending to reach General Harrison's army at Fort Wayne, but the Indians were then so dangerous that when he reached Mansfield, he was urged to stay. At this village, which comprised a block house, a company of soldiers and a few inhabitants, he settled in 1815, and opened a store in a log house. A general mercantile business was carried on there for many years with much success. The Sturges Bank in Mansfield was started in 1852 by his son. Mr. Sturges was first treasurer of The Sandusky, Mansfield & Newark Railroad, the pioneer line from Sandusky southward, and the owner of much local real estate. In 1858, Mansfield elected him Mayor. Mr. Sturges carried on the business on the credit system and at his death ordered that no one should be prosecuted for debts.

An incident of his early years was his aid in the erection of a church. The clergyman, the Rev. Mr. Roland, had preached that slavery was right, whereupon Mr. Sturges rebelled and aided in building the Congregational Church, in order that abolition of slavery might have a pulpit in Mansfield. It was not strange that the Civil War called Mr. Sturges to the field, and as Lieutenant Colonel of the 1st Ohio Art., he ordered the firing to begin at Phillippi, W. Va., the first gun of the first engagement in the Civil War west of the Alleghanies.

Mr. Sturges was married to Amanda, daughter of Stephen Buckingham, in 1824, and their children were Dimon, Stephen B., and Edward Sturges. After the death of his wife, he married Jerusha Merrick Hale, of Glastonbury, Conn., and they had two children, Henry Hale Sturges and Amanda, wife of A. A. Hosmer, a Major in the Civil War and now a resident of Washington, D. C. His third wife was Ruth Maria Tracy of Honesdale, Pa. All his children are yet living.

Two brothers of Mr. Sturges, Solomon, a merchant of Zanesville and builder of the first warehouses in Chicago on The Illinois Central Railroad property, and Edward, a partner of Eben, both made their mark in the world and died men of fortune.

BENJAMIN FRANKLIN STURTEVANT, manufacturer, Boston, Mass., a son of Seth and Hulda Sturtevant, was born in Norridgewalk, Me., Jan. 18, 1833. He was educated in his native town and began life as a shoemaker and inventor of machinery, producing first the machine for making ribbon shoe pegs, and next a small fan blower to take away by suction the leather dust and small clippings from buffing machines. The latter was an important contrivance. Removing to Boston, he opened a small shop for the manufacture of the blower, which rapidly grew into a large factory, the Sturtevant exhaust fans, engines and special appurtenances finding their way into every class of factories and buildings for ventilation and the blowing of furnace fires. The shops were finally removed to Jamaica Plain, where they employed several hundred men. Mr. Sturtevant was a man of strong individuality. At his death, April 17,

1890, at his home in Jamaica Plain, he left a large property to his wife, Mrs. Phebe R. Sturtevant, and two daughters, Ella S., wife of W. V. Kellen, and M. Lilla R., wife of Eugene N. Foss. He had at the time almost completed a beautiful mansion in Jamaica Plain, but did not live to enjoy it.

ADOLPH SUTRO, San Francisco, Cala., builder of the Sutro tunnel, a Hebrew and a native of Aix la Chappelle, Rhenish Prussia, was born April 29, 1830, the son of a manufacturer of cloth and one of fourteen children. The father died in 1847, and two years after the Revolution of 1848, the family emigrated to America, settling in Baltimore. In 1873, Mrs. Sutro removed to New York city and died at Inwood on the Hudson, Aug. 1, 1883.

Adolph had been well educated, and had begun life in the occupation of his father. Upon the discovery of gold in California, he went to that coast and spent a few years in mining, finally establishing a stamp mill on Carson river. The scheme of a tunnel into the Comstock ledge originated with him. By 1864, he had matured the plan, and Feb. 4, 1865, The Sutro Tunnel Co. was incorporated in Nevada and a right of way conceded by the Legislature. Mr. Sutro tried in vain, however, to awaken the interest of capitalists, and, in the course of persistent endeavors, made more than twenty voyages to Europe in an effort to raise the capital. With about \$100,000, work was begun in October, 1869. Finally, in 1873, having obtained more capital, Mr. Sutro began to push the work with energy and the tunnel was finished to the Savage mine, July 8, 1878, Mr. Sutro being the first man to dash through the opening, nearly overcome with heat. The main shaft of this tunnel is 20,480 feet in length and 1,600 feet below the surface. With its two main branches, 4,403 and 4,114 feet in length, and various drifts, it has cost \$4,500,000, and, if interest be added, over \$6,000,000. The entrance is at Sutro, a village in the Carson river valley.

Mr. Sutro has invested his income largely in real estate, and it is said that he owns one-tenth the area of San Francisco county, including Sutro Heights and the Cliff House on the ocean beach near San Francisco. He is now a member of the firm of Sutro & Co., brokers. In 1894, he was elected Mayor of San Francisco. Tall, straight and vigorous, with white hair and side whiskers, Mr. Sutro is a notable figure in San Francisco, in spite of his sixty-eight years of arduous labors. To him and his wife, Leah, have been born six children, Kate, married to Professor Nussbaum of the University of Bonn; Emma L., a physician, married to Dr. George Merritt; Rose V., married to Pio Morbio; Clara A., Charles W. and Edgar E. Sutro.

GUSTAVUS FRANKLIN SWIFT, packer and merchant, Chicago, Ill., president of the corporation of Swift & Co. at the Union Stock Yards, and founder of the trade in Chicago dressed meats, is a native of Sandwich on Cape Cod, Mass., where he was born, June 24, 1839. He settled in Chicago about 1875. Embarking in the business of packing in his own name, he met with excellent success, and then embarked in the work of shipping fresh meats directly from Chicago to all parts of the United States and to Europe. The firm of Swift & Co., now a corporation, organized in 1885 with a capital of \$300,000, now \$15,000,000.

Success in the new field of enterprise was made possible by the invention of refrigerator cars. By means of cold storage on trains *en route* to market and specially prepared compartments in the ocean steamers, Swift & Co. were finally enabled to ship their meats in a perfectly fresh condition, not only to all the principal markets of the

United States but to Europe. To promote their trade in the United States, they adopted the ingenious plan of organizing local firms in important cities, in which the Swifts became the partners of the local merchants, the latter distributing the Chicago meats throughout their respective territories. This part of their trade has been built up slowly in the face of considerable local opposition, local slaughterers resisting the new competition at first with great earnestness, although without success. The sales per year now amount to something over \$100,000,000, and the slaughtering amounts to 1,240,000 cattle, 727,000 hogs, and 1,570,000 sheep.

The interests of Mr. Swift are now greatly extended. His corporation has established large abattoirs in Kansas City, Omaha, and the St. Louis National Stock Yards, as well as in Chicago. Mr. Swift is president of The North Packing & Provision Co. and of the Jersey City Packing Co. in Jersey City, N. J., and a large owner in Libby, McNeill & Libby, packers of canned meats in Chicago. With Philip D. Armour and Nelson Morris, he is also interested in The South San Francisco Land & Improvement Co. in California, a concern with \$2,000,000 capital, formed in 1891, which has built abattoirs, packing houses, stock yards, etc., at Baden, San Mateo county, to supply the large cities of California with meats, and proposes to dig a ship canal, open a bank and hotel, and build a town there.

Mr. Swift was married, Jan. 3, 1861, to Ann M. Higgins. This union has brought them eleven children: Louis F. and Edward F. Swift; Lincoln F. C. and Annie M. Swift, both now deceased; Helen L., Charles H., Herbert L., George H., Gustavus F., jr., Ruth M. and Harold H. Swift.

LOUIS FRANKLIN SWIFT, Chicago, Ill., packer, born at Sagamore on Cape Cod, Mass., in 1860, is a son of Gustavus F. Swift. The family having removed to Chicago, he was educated in that city. He identified himself thereafter with the packing business, in which the family have become famous, and has spent a portion of his business career in England in the interest of Swift & Co. He has been closely devoted to business, has displayed ability, and has never allowed politics or public office to distract him from the operations of Swift & Co. In 1880, he was married in Chicago to Ida M. Butler, and their children are Nathan B., Bessie E., Alden B., and Ida May Swift. Mr. Swift is a gentleman of pleasing manners and a member of the Chicago Athletic Association, the Washington Park and Hyde Park clubs, and the Massachusetts Society.



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WILLIAM C. TALBOT, lumberman, San Francisco, Cala., an original member of the old firm of Pope & Talbot, was born in East Machias, Me., Feb. 28, 1816. The fir forests of Washington having attracted the attention of the two men, they built a saw mill at Port Gamble on Puget Sound and later others at Port Ludlow and Utsalady. Many vessels were required to carry their lumber to market, and several were owned by them. Profits were put into the purchase of large tracts of standing timber, covered with gigantic trees two hundred to three hundred feet high, and from the sale of the lumber and operation of the vessels both of the partners reaped wealth. The business is now managed by Mr. Talbot's sons and a nephew, who continue to do business under the old name and who have a property worth several millions. Mr. Talbot died, Aug. 6, 1881, on the steamer *Columbia*, at Astoria, Or., on his way to San Francisco. William F. and F. C. Talbot inherited a portion of their father's fortune.

ABNER TAYLOR, contractor, Chicago, Ill., was born in Bangor, Me., in 1829. His parents emigrated to Champaign county, O., in 1832, and Abner grew to young manhood upon a farm, then going into a store at Fort Dodge, Ia., later, being a wagon maker in Aurora, Ill. In 1860, he moved to Chicago, and soon enlisted for service in the Civil War. Being rejected on account of deficient eyesight, he went into the Quartermaster's Department and was with Burnside in the battle of Knoxville. Later, he was transferred to the Treasury Department. After the War, he assisted in gathering abandoned property. Returning to Chicago, Mr. Taylor then engaged in railroad building, constructing over a thousand miles of line, including one hundred miles from Lafayette, Ind., to Bloomington, Ill., fifty miles of The Vincennes & Dayton Railroad, and 150 miles of The Chicago & Southwestern Railroad. After that, his attention was occupied with real estate transactions. In 1882, Mr. Taylor took a contract to build the Texas State House, in company with Charles and John V. Farwell and Colonel Babcock, and received in payment 3,000,000 acres of land in the northwestern corner of Texas. This land, fenced and stocked with about 165,000 cattle, is yet owned by the gentlemen named. In 1888, Mr. Taylor with associates took a contract to excavate a deep water harbor at the mouth of the Brazos river, the syndicate buying all the land in that vicinity to the extent of 30,000 acres. Mr. Taylor is yet at work upon the jetties. He has been a member of the Illinois General Assembly, and was one of the managing committee in the memorable contest for the election of Gen. John A. Logan as United States Senator, the last time. Mr. Taylor served with credit in the 51st and 52d Congresses. No children have been born to him and his wife, Clara B. Taylor.

HENRY CHARLES THACHER, merchant, Boston, Mass., is the son of Henry Thacher, and was born in Yarmouth, Mass., in 1829. Educated in the schools of Yarmouth and Sandwich, he began life as a clerk on Long Wharf in Boston. In 1851, with such money as he had saved and the aid of sufficient experience, he embarked in business in his own name, and as a member of the firm of H. C. Thacher & Co., commission merchants of wool and cotton, has conducted a large and successful business, now having correspondents in nearly all the principal countries in the world. He is president of The Davis Boot & Shoe Co., and spends his Summers in Yarmouthport.

WILLIAM THAW, vice president of The Pennsylvania Co., and one of the most influential men ever produced by Western Pennsylvania, was a native of Pittsburgh, in which city he passed his life, the date of his birth being Oct. 12, 1818. He died in Paris, France, Aug. 17, 1889, while travelling for recreation.

The Scotch-Irish race in America has produced many remarkable men in learned professions, practical affairs, the army, the navy and the State; but few, if any, have done more for the development of the country or the good of humanity than the late William Thaw. John Thaw, his great grandfather (1710-95), was a resident of Philadelphia, and Benjamin, the son of John (1753-1811), married Hannah Engle and thus became connected with the Society of Friends. Their son John, father of William Thaw, married Eliza Thomas in 1802. In 1804, John Thaw was one of two sent out from Philadelphia to establish a branch of The Bank of Pennsylvania at Pittsburgh, then a small town at the head of the Ohio river, the gateway of traffic with the West.

Fourteen years later, his son, William Thaw, was born at the corner of Wood street and Third avenue. The father of William Thaw gave him an inheritance of sterling honesty, accuracy and toleration, and added a classical education to his son's equipment for life. The financial crisis of 1834 forced the young man to leave the Western university of Pennsylvania, but he did not give up his study of the classics, which, as he said, opened up another world for him. He at once became a clerk in the branch United States Bank, of which his father was cashier. Feb. 9, 1835, he entered the service of McKee, Clarke & Co., forwarding and commission merchants of Pittsburgh, and from that time figured actively in the transportation interests of the State.

After an apprenticeship of five years, he became a partner of his brother in law, Thomas S. Clarke, in 1840. Clarke & Thaw became proprietors of various lines of steam and canal boats and forwarders of merchandise. The canal system of the State was then the great channel of communication between the Delaware river in the East and the Ohio river at Pittsburgh, and Clarke & Thaw were prosperously employed for fifteen years. Mr. Thaw had, perhaps unwittingly, connected himself with a business which proved to be one of the most important of the time. The question of transportation interested the whole State of Pennsylvania, but it was of peculiar importance to Pittsburgh. As early as 1792, the construction of artificial waterways from the Delaware river to the Ohio at Pittsburgh had been projected, and in 1834 a chain of connecting canals and short railroads had been opened across the State. Clarke & Thaw operated lines of boats on the various Pennsylvania canals, and extended their enterprise down the Ohio river, where they had a line of excellent packet steamboats, plying as far at least as Cincinnati. But a change was taking place. In February, 1854, The Pennsylvania Railroad had completed a work begun in 1847, and, by construction or purchase at this time controlled a continuous line of railroad from the Delaware to the Ohio at Pittsburgh. That event signified the final abandonment of canal transportation and thereafter these artificial water ways slowly passed into obscurity or purely local use. Mr. Thaw had from youth the habit of observing closely and thinking intensely, and he and his partner were too clear headed to be blind to the situation. They promptly sold their water transportation lines, including the packets on the Ohio river, closing out entirely in 1855. Then each embarked in railroad enterprise.

Mr. Clarke took charge of the freight traffic of The Pennsylvania Railroad west of Pittsburgh, and Mr. Thaw joined him in 1856, after taking part in building 100 cars



W. Shaw.

and leasing them to The Fort Wayne Railroad. The labor of forwarding during that time was enhanced by the fact that railroads had been built in short lines, each operating only its own cars and making no effort to carry freight beyond the end of its line, owing to two causes, lack of community of interest and difference in the gauge of tracks. Through cars and through bills of lading were unknown until about 1864, when a number of men connected with The Pennsylvania Railroad, aided by Mr. Thaw, took the first step toward bringing order out of chaos by organizing the Star Union line for through transportation of freight. The organization of the system was placed in the hands of Mr. Thaw, and it could not have been left to a better man. He retained the management until 1873, after that date giving his time chiefly to the financial affairs of The Pennsylvania Co. Meanwhile, the Pennsylvania road had been pushing out into the West over the rails of other lines and had acquired, by purchase or lease, a network of connecting railroads crossing the States of Ohio, Indiana and Illinois, thus gaining direct access over its own lines to Cincinnati, Cleveland, St. Louis and Chicago. Each of these minor roads had its own set of officers and operating expenses. Mr. Thaw's experience with the Star Union line enabled him to join with others in organizing The Pennsylvania Co., which was incorporated by the stockholders of The Pennsylvania Railroad, April 7, 1870, for the purpose of taking charge of the entire system of lines west of Pittsburgh.

At the first meeting of the stockholders, June 1, 1870, Mr. Thaw became a director, and in January, 1871, second vice president of the company, holding both of these offices until his death. He was also a director of The Pennsylvania Railroad and of The International Navigation Co. from its organization in May, 1871, besides being a director of several Western roads.

From 1870, his eminent abilities were actively employed in shaping the policy of The Pennsylvania Co. and bringing the separate branches of its service into harmonious working order, and in the analysis of all the important questions of that time. Mr. Thaw was too modest to claim for himself any great part of the credit of the brilliant results achieved, but, while it is true that other men of sound abilities were associated with him in The Pennsylvania Co., yet the fact remains that his services were of inestimable value to the corporation and no one could have filled his place unless endowed by nature with talents far above the average of mankind. Born to command, wise to plan, he was quick in action and capable of prolonged labor with the power of close concentration. Work was happiness to a man of his stamp. He had the habit of investigating thoroughly every detail of a proposed enterprise, of calculating closely the probable consequences of any given policy, of thinking upon the subject intently, at such times shutting himself away from interruptions, and, when satisfied, deciding quickly and adhering to his own convictions. He made few mistakes in judgment. The spontaneous energy of his overflowing vitality sometimes led to impetuous expression, but this trait was habitually restrained by innate caution and regard for others. How satisfactory were his labors to his associates in all the great companies he served, may be seen from their fervent testimonials and the sense of their loss at his death.

It is interesting to trace the moving principle in Mr. Thaw's life work—"to push forward the boundaries of human knowledge," a phrase he often used. Material transportation grew under his hand from canal boats to river packets, and freight cars and express lines to the crowning achievement, the first American liner, the *City of Paris*, in

which he was one of the largest owners. On that ship, he embarked, July 10, 1889, and, seated on the captain's bridge, passed out to sea, never to return alive.

On the lines of intellectual and moral advancement, Mr. Thaw's purpose was as earnestly followed. Succoring the outposts of education, in the small colleges of the West and South, was literally pushing forward the boundaries of human knowledge. Sending tired teachers abroad or young people to college to widen their horizon, was a favorite method of enlarging individual lives. Equipping men of fame for astronomical research, he brought the heavens nearer. It is only a step to his faith in the missions of the church. The stewardship of wealth was his profound conviction. His door was open for counsel and sympathy to all classes, aside from those who sought the open purse. As a young man, he gave systematically. Increasing means enlarged his power for good, but he tried to be discriminating and judicious. It is said that half his time at home and office was spent in giving counsel and money.

His largest gift was \$500,000 to the Western university at Pittsburgh, but there were large sums to Wooster, Geneva, Oberlin, Hanover, Carroll, and Maryville in Tennessee, besides the colleges of Ohio, the West and South, the Homœopathic Hospital, the Society for the Improvement of the Poor, the School of Design and other institutions. In his will, he continued these works in sums amounting to \$395,000. In the last ten years of his life, William Thaw gave away one and a half million dollars.

For forty-eight years, Mr. Thaw attended the Third Presbyterian Church, of which he was a prominent member. He joined few societies and spent his evenings at home, reading usually professional magazines, scientific books and papers. Endowed with remarkable memory, shrewd observation, and the power of penetrating every sham, his clear language and rare command of facts made him an earnest speaker, compelling the attention of his hearers.

It is a mistake to think chiefly of William Thaw as a business man. The fact that exceptional success in business enterprises never interfered with his steadfast devotion to the highest purposes of his life, is to those who know human nature the strongest proof of his commanding intellect and capacious heart, a combination which won for him the respect and love of his fellow men.

Mr. Thaw married, in 1841, Eliza Burd Blair of Washington, Pa., who died in 1863. His second wife, Mary Copley, survives him, besides six sons and four daughters, Eliza, wife of the late George B. Edwards; William, who died Sept. 3, 1892; Mary, wife of William R. Thompson; Benjamin, Alexander Blair, Henry Kendall, Edward, Josiah Copley, Margaret and Alice Cornelia Thaw.

NATHANIEL THAYER, merchant and banker, Boston, Mass., son of the Rev. Nathaniel and Sarah T. Thayer, was born in Boston, Sept. 11, 1808, and died in the same city, March 7, 1883. From school at Lancaster, Mass., Mr. Thayer went while yet a lad to Long Wharf in Boston, and began his remarkable career as a merchant's clerk. After several years of profitable activity in shipping and the foreign trade, his older brother and he founded the banking firm of John E. Thayer & Bro., of which Nathaniel was destined to become the most famous member. The negotiation of railroad securities led Mr. Thayer to take an interest in railroad properties, and his brother and he became leading spirits in the development of great railroad systems. Mr. Thayer was interested in The Philadelphia, Wilmington & Baltimore, The New York Central, The Michigan Central, The Chicago, Burlington & Quincy, and other

roads and in Western lands. He was a man of large mind and generous spirit, and gave a building to Harvard college and built a fire proof herbarium at the Botanic Garden. He aided many poor students to obtain an education at Harvard and paid the expense of the Thayer expedition to South America under Louis Agassiz. Mrs. Cornelia Van Rensselaer Thayer, his wife, and four children, Bayard, Eugene Van Rensselaer, John E. and Nathaniel Thayer survived him. The family of Mrs. Thayer has been one of the most noted in New York State, originating with the Patroon Van Rensselaer, who owned an immense landed property near Albany.

JOHN HENRY THOMAS, manufacturer, Springfield, O., born near Middletown, Md., Oct. 4, 1826, is a son of Jacob Thomas, farmer, and of German descent, the pioneer ancestor having come from Bohemia about 1750. John went to Marshall college in Mercersburgh, Pa., and after a brief stay in Maryland, removed in 1849 to Springfield. He studied law, served as County Recorder for one year, and in 1856, having gained moderate means, associated himself with Phineas P. Mast, in the manufacture of farming tools. The business went on prosperously until 1871, when Mr. Thomas sold his interest to his partner, and in 1874, formed the firm of J. H. Thomas & Sons, for the making of farm implements. They began in a small three story brick building, but now occupy a large factory, a foundry, warehouse and other buildings. They make hay rakes, loaders and tedders, disc harrows, lawn mowers and iron pumps. The Thomas Manufacturing Co., nominal capital \$300,000, took over the business in 1886. Mr. Thomas is much interested in movements for the health and prosperity of the city. He has recently distributed valuable property to his children, is liberal in charity, and a few years ago presented a large sum of money to establish a city hospital. Mr. Thomas has always been in active sympathy with financial, social, religious and political affairs, and although not seeking position, has been elected to office for nearly thirty years, and has served as Councilman, Water Works Trustee and Tax Commissioner. He is now president of the Board of Public Affairs. His specialty is financial management. Mr. Thomas is a large farmer and banker, and attributes his success to perseverance and honesty—his fellow citizens add, to ability.

SETH THOMAS, clock manufacturer, Thomaston, Conn., born Dec. 1, 1816, in that village, died there, April 28, 1888. He was the second son of Seth Thomas (Aug. 19, 1785–Jan. 29, 1859), founder of the world wide business of The Seth Thomas Clock Co. The founder began life as a carpenter and joiner, and with only his tools and a small sum of money, began to make clocks with partners in 1806, at what is now Hancock, Conn. Mr. Thomas sold his interest in 1812, and, removing to Plymouth Hollow in the same town, began to manufacture on his own account. The Seth Thomas Clock Co. was organized in 1853. During their boyhood days, Seth Thomas, jr., and his brothers, attended school at Plymouth Hollow, known later as Thomaston, and then entered the office of their father. When the company was incorporated, Seth became its secretary, eventually rising to be president. Under his management, the sale of clocks grew to enormous proportions. It was the boast of Mr. Thomas, that his factory produced every variety of time piece, from a fine watch to a tower clock, and that his products were sold in nearly every civilized country in the world. Depots were maintained in New York, Chicago, San Francisco and London. The clock works are yet the principal industry of the village. Mr. Thomas was survived by one son, Seth E. Thomas, and two daughters.

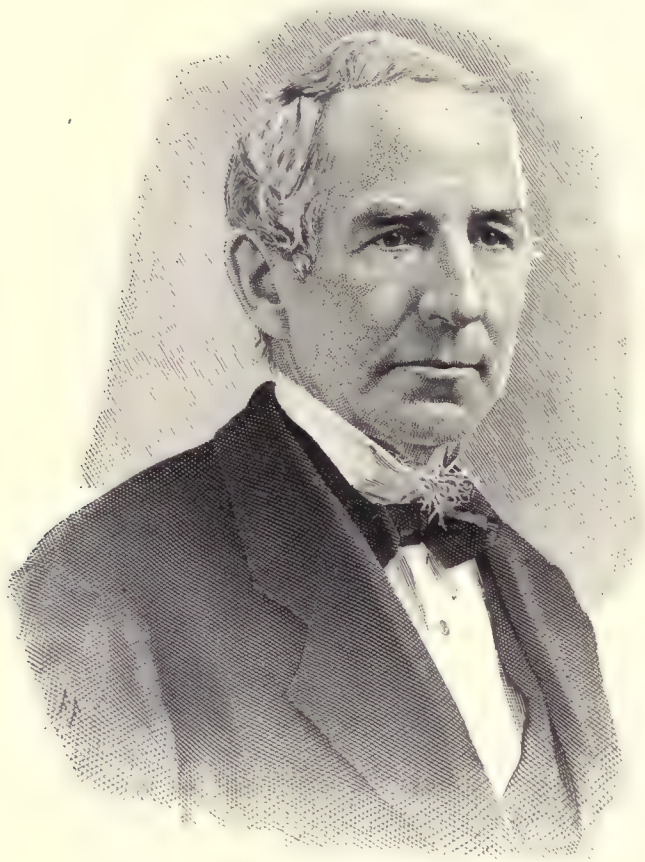
DAVID P. THOMPSON, contractor and banker, Portland, Or., born in Harrison county, O., Nov. 8, 1834, spent his youth in surveying railroad lines and in work as a blacksmith's apprentice. In January, 1853, he started for Oregon overland, with \$10 in his pocket, drove sheep from Illinois to Oregon in return for his subsistence, and reached Oregon City, Oct. 12, without a dollar. The cutting of fire wood and service as compassman in the coast survey in Oregon, Washington and Idaho maintained him until 1861 (interrupted by enlistment in the Oregon volunteers, 1855-56, and fighting Indians), when he enlisted in the 1st Or. Cav. and continued to watch Indians until 1863. In 1864, Mr. Thompson resumed surveying and built the first railroad in Oregon (around the falls at Oregon City), which paid four hundred per cent. for four years in succession, and, in 1866, took the presidency of the Oregon City woolen mills. In 1874, President Grant appointed him Governor of Idaho, but Governor Thompson resigned two years later and engaged in contract work, erecting several large blocks in Portland, and, as president of The Oregon Construction Co., building a large part of the lines of The Oregon Railway & Navigation Co., and The Northern Pacific and The Southern Pacific Railroads. During 1880-86, he was president of The Portland Savings Bank, and in 1866-92, president of The Commercial National Bank. He has been State Senator, Mayor of Portland, 1880-82, Minister to Turkey, 1892-93, and the occupant of other public offices. In 1861, he married Mary R. Meldrum and has three children, Ralph, Bessie and Genevieve.

JOHN WHALEN THOMPSON, lawyer and financier, Ballston Spa, N. Y., who died in that village, June 28, 1892, conferred important benefits on his native State during a career of more than sixty years of active labor, and was one of its most highly esteemed citizens. His family was notable for its intellectual power and its purity of character, and while Mr. Thompson had no taste for the public career of his father and grandfather, he made effective use of undoubted abilities for the good of his times.

Born in Milton, Saratoga county, N. Y., Dec. 29, 1808, he was a son of the Hon. James Thompson, first Judge of the Court of Common Pleas of Saratoga county. John Thompson, his grandfather, a Scotch-Irish emigrant, settled in what is now Stillwater, Saratoga county, N. Y., about 1763. He was an active patriot in the American Revolution, holding the rank of Captain, and, after the peace, became successively a member of the State Assembly, 1788-89; the "First Judge" of Saratoga county, when that county was set off from Albany; a member of the Constitutional Convention of 1801, and Representative in the 6th, 10th and 11th Congresses.

Judge James Thompson took great pains with the education of his son, who attended the Lansingburgh academy, a famous school, at the same time as Thomas G. Alvord, afterward Governor, and completed his preparation for college at Charlton academy. Mr. Thompson graduated with credit from Union college, in 1827. The young man then undertook the study of law, for which this family always showed a marked predilection, and, after admission to the bar in January, 1831, he began practice in Ballston Spa, soon forming a law partnership with the Hon. Anson Brown, Member of Congress.

May 7, 1834, Governor Marcy appointed young Mr. Thompson Surrogate of Saratoga county, and that position he held continuously until the new State Constitution of 1846 had made the office elective. Even during this early part of his career, Mr. Thompson was distinguished for the assiduity with which he performed every duty entrusted to him, his remarkably high character, and his interest in the more important



John W. Thompson

affairs of his section. In 1838, Mr. Thompson became the leading spirit in organizing The Ballston Spa Bank, an institution greatly needed in the town. Mr. Thompson's enterprise was extremely useful to the inhabitants and the business of the bank steadily increased each year. In 1856, he became president of the institution and, as such, managed its affairs the rest of his life with such marked ability, as not only to win success for the bank but to establish a widely recognized reputation as an accurate, sound and masterly financier.

In the early and doubtful days of The Saratoga & Whitehall Railroad, Mr. Thompson worked earnestly for the success of that enterprise and loaned his means liberally to support it, having confidence in its ultimate success. This road is now an important link in the railroad system of The Delaware & Hudson Canal Co. In the latter company, as well as in The New York Central Railroad, he became a large stockholder.

He was a thoughtful man, given to reflection, and naturally reserved and retiring, and he lived always in quiet simplicity, being far superior to the gratification derived from display and ostentation. In business transactions, he was most punctilious.

In 1834, Augusta Isabella, daughter of Joel Lee of Ballston Spa, became his wife, and to them were born, George Lee, Alice, Samuel and Frank. Mrs. Thompson died in 1871.

WILLIAM DOLLAVILLE THOMPSON, merchant and banker, Jackson, Mich., born in Leroy, N. Y., Feb. 24, 1811, son of Bela and Cynthia Fitch Thompson, died in Jackson, Dec. 13, 1893. Mr. Thompson began his career as a practical shoemaker. In May, 1831, he located on the new town site of Jackson, Mich., and opened the first shoe store in the village, faring quite well during the next seven years. During 1836-38, as County Clerk, Mr. Thompson gained an intimate acquaintance with local and country real estate and invested every dollar he could spare in that class of property. His fortune came largely from these investments. He was also deputy postmaster under George B. Cooper. In 1838, the shoe store was sold and a mercantile partnership formed with Mr. Cooper. In 1841, when The Michigan Central Railroad reached Jackson, Mr. Thompson became its first agent there and later had charge of the movement of trains in Detroit. After ten years' service, he resigned. He was one of the organizers of The Jackson City Bank in 1851 and after 1865 principal owner and president for many years, finally retiring in favor of his son, William M. Thompson. Real estate, trade and banking gradually brought him a fortune, a part of which he invested in factories in Jackson, gold mines in Dakota, mines at Lake Superior, and railroads. He was one of the first directors and builders of The Jackson, Lansing & Saginaw Railroad. In 1856, Mr. Thompson married Miss Anna M. Mann at Madison, Wis. Two children survive him, William M. Thompson and Mrs. Heman S. Griggs.

WILLIAM JACKSON THOMPSON, lawyer and financier, Little Rock, Ark., born on a farm in Fauquier county, Va., Sept. 25, 1835, is a son of Almarine W. and Helen Thompson. His father was a farmer and merchant and of Scottish lineage. Both parents were born in Virginia and removed to Missouri in 1837. Mr. Thompson graduated from Missouri university, and had hardly made a start in the law, when the Civil War began, and he spent four years in the Confederate army and retired with the rank of Captain. After the peace, Mr. Thompson practiced law in Augusta, Ark., for fifteen years, and about 1878, went into banking in Little Rock in partnership with

Rufus W. Martin. Partly through loans to planters, Mr. Thompson became interested in planting himself and also engaged in mercantile business and the promotion of railroads. Owing to his large interest in The White & Black River Valley Railroad, he has long been president and general manager of that line. He is also vice president of The Citizens' Bank of Little Rock. Mr. Thompson has abstained from politics since the War, but was a delegate to the Constitutional Convention of Arkansas in 1874. He is an interested member of the Masonic order. April 27, 1867, in Woodruff county, Ark., he took unto himself a wife, and has two children, Mrs. William May Norfleet of Memphis, Tenn., and Miss Ada Lee Thompson.

ELIHU THOMSON, electrician, Lynn, Mass., born in Manchester, Eng., March 29, 1853, was brought to Philadelphia in 1858. He was very fond of electrical experiments, and paid much attention to the subject in the High School. After several months' experience in an analytical laboratory in Philadelphia, he returned to the High School as assistant in chemistry, and, in 1876, became Professor of Chemistry and Physics. To aid in the delivery of lectures at the Franklin Institute, 1876-77, he made a practical dynamo and invented a number of ingenious machines, and, in 1878-79, with Prof. Edwin J. Houston, obtained several patents for electric lighting apparatus, which formed the nucleus around which was built up The American Electric Co. of New Britain, Conn., later known as The Thomson-Houston Electric Co. In 1880, Professor Thomson became electrician of the company. He has since made many more inventions. The works were moved to Lynn, Mass., in 1883. In 1892, all his interests were merged with those of The Edison Electric Co. in The General Electric Co., capital \$50,000,000, Professor Thomson remaining as electrician. He is a member of several scientific societies, and was, in 1888, decorated with the cross of the Legion of Honor in France, being awarded the Grand Prix.

FRANK THOMSON, railroad manager, Philadelphia, Pa., born in Chambersburg, Pa., July 5, 1841, is a son of the late Alexander Thomson, professor of law, Judge and Member of Congress. From the age of seventeen, he has been connected with The Pennsylvania Railroad, beginning as a mechanic in the shops at Altoona and rising by successive promotions until, Oct. 27, 1888, he became first vice president of the company, which position he yet occupies. In 1861, he became the assistant of Col. Thomas A. Scott in the military railroad service of the United States for three years, serving mainly in the South and Southwest. In June, 1864, he accepted the place of superintendent of the eastern division of The Philadelphia & Erie Railroad and in the same thoroughly learned the duties of management. This service was continuous until March, 1873, except for a temporary distraction in 1871, when Mr. Thomson directed in person the American tour of the Grand Duke Alexis of Russia. For a year or so after March, 1873, he served as superintendent of motive power of all the lines of The Pennsylvania Railroad east of Pittsburgh, and, July 1, 1874, became general manager of them. The picturesque station houses, ornamental grounds, standard track, solid road bed, block signal systems, and inspection of track with prizes for the best sections of track, were instituted by Mr. Thomson. His active devotion to the company led to his elevation to second vice president, Oct 1, 1882, and to first vice president, Oct. 27, 1888. Traffic arrangements, freight and passenger, are entirely under Mr. Thomson's direction, and there is no doubt the splendid discipline of the company's employes is due to his efforts. Mr. Thomson's success is due to natural ability and persevering application. He owns

a valuable property of twenty-five acres at Marion in Montgomery county and is a member of various clubs, including the Mertopolitan, Union, Century and Knickerbocker of New York city.

JOHN EDGAR THOMSON, railroad president, Philadelphia, born in Springfield Pa., Feb. 10, 1808, died, May 27, 1874, in Philadelphia. John Thomson, of Delaware county, his father, a civil engineer long in the employment of The Holland Land Co., built at Presque Isle, now Erie, in 1793, the schooner *White Fish*, which he conveyed by ox teams around Niagara Falls into Lake Ontario and brought by water to Oneida Lake, N. Y., thence overland by oxen to the Mohawk river and the rest of the way under sail to Philadelphia. He also laid out and built the first experimental railroad in the United States in 1809, from Leiper's stone quarry in Delaware county to the Delaware river. J. Edgar Thomson began life in 1827, as a member of the engineering corps which laid out The Philadelphia & Columbia Railroad. In 1830, he transferred his services to The Camden & Amboy Railroad, and, as assistant engineer of the eastern division, made a reputation for care and good judgment in his work. To perfect his knowledge of railroads, he went to Europe about this time to examine the public works of the continent. Returning in 1832, he took the position of chief engineer on The Georgia Railroad from Augusta to the Atlantic, then the largest railroad in the country, and remained in that service for fifteen years, becoming general manager. In 1847, The Pennsylvania Railroad appointed Mr. Thomson chief assistant engineer. About 1851, he became president of the company and held that position until his death. Mr. Thomson was a man of very high character and public spirit. The American Steamship Co. was indebted to him largely for its existence. A large part of his fortune was devoted to St. John's Orphanage, which was opened in Rittenhouse Square in Philadelphia, Dec. 4, 1882.

JOHN THORN, railroad president, Utica, N. Y., who died in that city, Dec. 31, 1894, was born in Somersetshire, Eng., Dec. 11, 1811. After emigration to America, in 1832, he gained a start through employment as a workman in a soap factory in Utica. Mr. Thorn finally undertook the manufacture of soap and candles in a small way himself, and developed a good trade and made some profits therein. The greater part of The Utica & Black River Railroad was built by Mr. Thorn, and he was president of the company for nearly fifteen years. Several other lines were also built by him, at least in part, and various banks and factories were promoted by his investments. Politics did not interest him especially, but it is remembered that he sat as a delegate in the convention in Buffalo, which nominated Martin Van Buren for President. By his will, Mr. Thorn gave \$20,000 to the Tabernacle Baptist Church, and \$15,000 to The Home for Aged Men, both in Utica, and about \$35,000 more to other religious and public objects. Two nephews, Edwin Thorn and J. F. Maynard, survived him.

GEORGE MORTIMER TIBBITS, financier, Troy, N. Y., born in Lansingburgh, N. Y., Dec. 5, 1796, died in Troy, July 19, 1878.

George Tibbits, his father, (Jan. 14, 1763,—July 19, 1849), a very active and prosperous business man, with varied interests, served in various local offices, and was Member of Congress, 1803–05, Member of Assembly in 1800 and 1820, State Senator, 1815–18, Mayor of Troy, 1830–36, and one of the Commissioners to build Sing Sing prison. One of the originators of the Erie canal, Mr. Tibbits drew up the financial plan, which became a law, April 15, 1817, and under which the funds for the canal

were raised The original draft of the bill is yet in the possession of the family. March 8, 1789, he married Miss Sarah Noyes of Lansingburgh.

George M. Tibbits graduated from Union college in 1817, going abroad thereafter for a year to recruit his health. After exploring Scotland on foot, he studied law under John P. Cushman of Troy, but could not continue, and was compelled to resort to open air occupations, which he followed the rest of his life. May 31, 1824, he married Sarah, daughter of John Rutgers Bleecker, and then settled upon the Pfister farm at Hoosick, which had been confiscated during the American Revolution. A large part of his life was spent in the care and improvement of this property, although, every Winter after 1847, he usually occupied a house in Troy. A large property came to Mr. Tibbits in 1849 by inheritance from his father, which he managed judiciously, increased, and used with the spirit of a Christian gentleman. His gifts were never showy but were innumerable. During the Civil War, he helped raise a company of volunteers for his brother, Capt. William B. Tibbits.

In 1866, a second visit was made to Europe for two years. The Y. M. C. A. of Troy received a bronze statue of Abraham Lincoln from him in 1868. He favored the erection of the fine City Hall of Troy, and laid the corner stone, Nov. 15, 1875. Many stores and dwellings were built by him in Troy. Horseback riding, life on a farm, and excellent attention to regimen preserved Mr. Tibbits in good health until the age of eighty-two. His manly and erect form, refined and courteous manners, and intellectual and smooth shaven face, made him a notable figure in Troy. The survivors of his family were three children, C. E. Dudley Tibbits, John K. Tibbits, and Mrs. John Wool Griswold.

JAMES TODD, manufacturer, Louisville, Ky., born in Newry, County Down, Ireland, Feb. 28, 1821, died at his home in Louisville, Ky., Feb. 10, 1890. Educated at Dublin, he removed to America in young manhood and finally settled in Kentucky. He was a man of versatile mind, and his fortune was due to mercantile business, manufactures, banking, and shrewd purchases of real estate. No man was more prominent than he for fifty years in the development of the city. A fortune of nearly two millions was left to Mrs. Mary McGavock Todd, his wife, whom he married in 1865, and his two children, James Ross Todd and Mrs. Louise Joy.

JACOB TOME, merchant and banker, Port Deposit, Md., born in Hanover, Pa., Aug. 13, 1810, of German parentage, lost his father by death about 1826, and toiled upon a farm until 1832. Then he went into a tin shop in Marietta, Pa.; taught school in Lancaster county, 1832-33, and removed to Port Deposit, Md., in 1833. Next Winter, he found employment in Philadelphia as a bookkeeper, but in 1834 returned to Port Deposit and found a place as a clerk. After that, in 1835, David Rinchart established him in the lumber business in Port Deposit under the name of Tome & Rinehart. This partnership lasted for eighteen years. In 1855, Mr. Tome entered the lumber firm of Bond Bro's & Co., buying 20,000 acres of timber land in Pennsylvania and 10,000 acres in Michigan. In 1849, he helped establish The Baltimore & Susquehanna Steamship Co., and was its president, and at another date organized The Baltimore & Fredericksburg Steamboat Co. He has been a director of The Philadelphia, Wilmington & Baltimore Railroad, The Port Deposit & Columbia Railroad, The Susquehanna & Tide Water Canal Co., The Conowingo Bridge Co. and The Delaware Railroad, and an owner in street railroads in Baltimore. In 1850, he organ-



Chas. B. B.

ized The Cecil Bank (now the Cecil National), and has been its president for forty-six years. Several other banks number Mr. Tome among their stockholders and officers, and of The National Bank of Elkton he is president. He has seen political service, having been elected State Senator, 1863-67, but was defeated for Governor of Maryland in 1871. Dec. 6, 1841, he married Caroline M. Webb of Port Deposit. The Jacob Tome Institute, which furnishes through its various departments free education to both sexes, was established by him.

MILTON TOOTLE, merchant, St. Joseph, Mo., born in Ross county, O., in 1823 died, Jan. 2, 1887, in St. Joseph. The son of John Tootle, a country merchant, Milton left his school books at the age of thirteen for a clerkship in an uncle's store. In 1842, with a subsequent employer, he moved to Savannah, Mo., and in 1848, started a successful dry goods business of his own, which, in time, established branches in St. Joseph, Sioux City, Omaha, Kansas City and Council Bluffs. St. Joseph finally became the center of his trade. The subject of this memoir was a man of more than ordinary energy and business genius, commanding in personal appearance and in manner prepossessing and no less noted for strict integrity and capacity for enduring great exertion. His trade extended as far as the Pacific coast, and the fortune which he amassed was probably the largest in mercantile circles in Missouri, west of St. Louis. For many years, his house was known as Tootle, Hosea & Co., the juniors being William E. Hosea, W. W. Wheeler and Joshua Motter, who had learned the business as employes of the senior partner. Tootle, Wheeler & Motter finally succeeded and this name is yet retained. The important bank of Tootle, Lemon & Co., was also established by Mr. Tootle. Private charities received from him five times as much as it cost him to live, and his public spirit was exemplified in the local Opera House and in many other ways. In January, 1866, Mr. Tootle married Miss Kate, daughter of James L. O'Neill, cashier of The Western Bank of Missouri, and was the father of Milton and John J. Tootle and Frances S., now Mrs. E. C. Dameron.

GEN. JOSEPH THATCHER TORRENCE, soldier and business man of Chicago, Ill., is one of those who have done much to develop the railroad, iron and steel producing industries of the country. He is of English and Scottish descent, and his ancestors were among the early settlers of Pennsylvania, making their home in the new country near Connelisville. Born in Mercer county, March 15, 1843, the son of James and Rebecca Thatcher Torrence, and growing up where the opportunities for education were limited, he made good use of the brief sessions of the common schools, nevertheless, and then, at the early age of ten, went to work in a blast furnace at Sharpsburg. Afterward, he found employment at Briar Hill, O., in various capacities, among other things learning the trade of a blacksmith. Energy, aptness and interest in the business gained for him the position of assistant foreman before he reached his seventeenth year. Young Torrence meanwhile determined to be master of the whole business of iron manufacturing, and to this end, in addition to his practical duties, he pursued a course of scientific study, which, in later years, was of value not only to himself but to those concerned with the great enterprises in which he was concerned.

At the breaking out of the Rebellion, he responded to the call of patriotism and leaving the position at home joined the Union army, enlisting as a private in the 100th Ohio, but soon being made a non-commissioned officer. He served with gallantry in many engagements in which his regiment took part until the battle of Perryville,

when he received four wounds in action, so serious in nature, that, upon leaving the hospital, he was given an honorable discharge from the service and returned to Ohio. Just at that time, the guerilla, Morgan, led a Confederate band upon a raid into the State. Although suffering from his wounds, Mr. Torrence took command of a large force of volunteers, and starting in pursuit took part in the capture of the leader and his entire band. His service in the army, though brief, was eventful and honorable, and he holds many commissions, among them that of Major General, signed by Grant and others, all won by bravery, ability and gallant service on the field of battle. A life pension has been given him on account of severe wounds received in the service. It may be said here, that his subsequent military operations were of special benefit to Chicago, the occasion being the great riot of July, 1877. He was then Brigadier General of the National Guard. As the exigencies of the situation demanded prompt measures, the civil authorities gave General Torrence absolute command of the city, and it is a recognized fact that his wise methods, vigorous measures, and prompt and determined action overawed the mob and saved the city from an extended period of lawlessness and anarchy.

Immediately following his successful pursuit and capture of the guerilla, Morgan, General Torrence found employment with an iron smelting firm of New Castle, Pa., and remained with them five years, during the latter part of which time he had entire charge of the production at the works and the sale. For two years following, he was employed as an expert in the construction of blast furnaces and rolling mills in the South.

In 1869, he removed to Illinois, and during the following twelve years was interested in various responsible capacities with several of the large iron and steel works of the West, notably The Chicago Iron Co. at Bridgeport, The Joliet Iron & Steel Co. and The Green Bay & Bangor Furnace Co. With Joseph H. Brown of Youngstown, O., and Herbert Ayer of Chicago, General Torrence organized The Joseph H. Brown Iron & Steel Co. and erected a plant on the Calumet river. This was profitably operated by Mr. Brown's sons and Mr. Torrence until it was sold to The Calumet Iron & Steel Works, with whom the General acted for a few years as consulting engineer. In 1884, he purchased a half interest in the rolling mills at Evansville, Ind., which were afterward transferred to Hammond, where he erected new works.

Following that, he sought a new field for his energy, and became interested in railroad building, beginning with The South Chicago & Western Indiana Railroad. In 1886, he organized The Chicago & Calumet Terminal Railway Co. and, in 1887, The Calumet Canal & Improvement Co., these two companies controlling some nine thousand acres of land between the Calumet river and the Lake, which, under General Torrence's plans, have been laid out as the town of East Chicago. A portion of the waterway was deeded to the United States government, and through his effort the government has made a large appropriation for its improvement. In 1890, General Torrence organized The Chicago Elevated Terminal Railway, now in process of construction and one of the greatest engineering enterprises in Chicago. Of all these companies, General Torrence became president and their success is attributed in a great measure to his efforts.

An ardent Republican in politics, General Torrence has not consented to hold office, yet has devoted a good deal of time in furtherance of the interests of his party

and holds the confidence of the prominent leaders. He was especially conspicuous as an eloquent supporter of Blaine and Logan, and, in company with the latter, who was a warm personal friend, made an extended electioneering tour.

General Torrence is a man of commanding presence, capable of great exertion and prolonged application. He eschews the use of all stimulants and tobacco. His executive and organizing abilities are of so high an order that they have placed him at the head of most enterprises with which he has been connected.

He was married, Sept. 11, 1872, to Miss Elizabeth Norton, daughter of the late Judge Norton of Chicago, by whom he has one daughter, Jessie Norton Torrence. Mrs. Torrence lost her life, Oct. 12, 1891, by being thrown from her dog cart while driving with her daughter. This sad event was a shock to an exceptionally wide circle of friends, and removed one of the most charming and beautiful types of the fresh, free and vigorous West. She was one of those rare women who combine with perfect womanliness and domesticity an unerring judgment, traits which were of value to her husband, with whom she was not alone a charming companion but a confidante and adviser in his weighty affairs of business.

CHARLEMAGNE TOWER, lawyer, born in Paris, Oneida county, N. Y., April 18, 1809, died at his country seat, Waterville, N. Y., July 24, 1889. He was a descendant of John Tower, an emigrant from Hingham in England to Hingham, Mass., 1637, and son of Reuben Tower, a prosperous business man. After studying at three local academies, Oxford, Clinton and Utica, Mr. Tower taught school three years and graduated from Harvard college in 1827, after a three years' course. Equipped for the law by study in offices in Albany, Waterville and New York city, he began practice in New York in 1836, soon afterward moving to Waterville.

In 1846, Mr. Tower went to Pennsylvania, in behalf of Alfred Munson of Utica, living in Orwigsburg, 1848-50, and in Pottsville, 1850-75, and after twenty-five years of litigation, perfected the title to a large body of coal lands, which had been sold and resold for taxes, chiefly in Schuylkill county and belonging to Mr. Munson. Mr. Tower received half the property in return for his services, and during his stay in Pottsville, built up a large general practice as an authority on land titles. He was one of the founders of The Honey Brook and The Lehigh & Wilkesbarre Coal Co's, and a director in several other corporations, including The Northern Pacific Railroad. In 1861, Mr. Tower served for the first three months of the Civil War as Captain of Co. H, 6th Pa. Vols., taking part in the battle of Falling Waters, and later was Provost Marshal, April, 1863, to May, 1864.

The development of the Vermilion iron mines in Minnesota was Mr. Tower's last great enterprise. Beginning in 1874, he caused explorations to be made which resulted in his purchase of 20,000 acres of mineral lands, and in 1883, he organized The Minnesota Iron Co. and The Duluth & Iron Range Railroad Co. The road was built through the wilderness and the mines opened, and July 5, 1887, Mr. Tower sold his Minnesota interests to a wealthy syndicate for \$6,000,000 in cash.

Mr. Tower was for years an overseer of Harvard university and his great library of Americana is now in the possession of The Historical Society of Pennsylvania. June 14, 1847, Mr. Tower married Amelia Malvina, daughter of Lambert B. and Sarah Herring Bartle of Orwigsburgh. His children are Charlemagne Tower, jr.; Deborah, widow of Richard Henry Lee; Emma, wife of Thomas Alexander Reilly; Henrietta

Page Tower, and Grace Williams, wife of Earl B. Putnam of Rochester, N. Y. Two children, Sarah Louisa and Elizabeth, died in childhood. Mrs. Tower, born, Dec. 12, 1819, died, April 24, 1896.

ALBAN NELSON TOWNE, railroad manager, San Francisco, Cal., whose family line is traced as far back as 1274, in Shropshire, England, was born May 26, 1829, in Dresser Hill, Mass., the oldest of nine children, and died in San Francisco, July 16, 1895. Upon his birthday, the Stourbridge Lion, a locomotive from England, arrived by ship in New York city for The Delaware & Hudson Canal Co. Nelson Parker Towne, his father, was a cabinet maker and millwright. Having learned the carpenter's and house painter's trades and married, Alban N. Towne then spent a year in the paint business with an uncle, and next became a dry goods clerk at \$275 a year. After later service as a clerk in Worcester and partner in a store in South Danvers, he removed to the West with a stock of goods and, to oblige a brother, who had charge of the mechanical department of The Chicago, Burlington & Quincy Railroad, took a place at Galesburg, Ill., in 1885, as brakeman on one of the trains, to fill a temporary vacancy. When his goods arrived, Mr. Towne sold them and then entered the service of the railroad. Fidelity and zeal brought promotion and within eighteen months, as assistant superintendent, he outranked the man, who had made him a brakeman. After eleven years' service, he became for a year general superintendent of The Chicago & Great Eastern Railroad, returning then to The Chicago, Burlington & Quincy. In September, 1869, he accepted the place of general superintendent of The Central Pacific Railroad, and in 1882, became general manager and vice president of both that and The Southern Pacific Railroad, having authority finally over 5,000 miles of line. He died second vice president. Mr. Towne won the reputation of being one of the best railroad men in the United States, and excellent essays from his pen appeared in print from time to time. Mrs. Towne was Miss Caroline Amelia, daughter of Asahel Mansfield of Webster, Mass. Their only child, Evelyn Amelia, was married to Charles N. Shaw, now deceased.

CHRISTOPHER TOWNSEND, born in February, 1807, Newport, R. I., died, Oct. 8, 1881, in that city. He was a son of John F. Townsend and Ann Easton, daughter of Nicholas Easton. The Townsends were among the early settlers of Rhode Island and John F. Townsend was a successful dry goods merchant of Newport. Educated under John Frasier (or Frazer) a well known Newport schoolmaster, Mr. Townsend entered the employment of a Quaker dry goods house in New York city and made as many as twenty voyages to Europe as buyer for merchants in New York and elsewhere. After a highly prosperous career as a dry goods merchant in New York and as the American consignee of Edward King, at one time partner in the old house of Russell & Co. of China, Mr. Townsend retired to his native city. Political office he never held and indeed, although an ardent Whig, he rarely if ever voted in this country by reason of his many visits to Europe. He was greatly interested in the Mercantile Library in New York, but joined few or no clubs or societies and never married. The People's Library in Newport owes its existence to Mr. Townsend, who gave in all about \$100,000 to its funds. He founded and endowed both The Townsend Society for Aid of the Aged and The Home for Friendless Children in Newport. His sister, Ellen Townsend, using money partly inherited from Christopher, founded in Newport the "School for bringing up worthy boys to useful mechanical trades."

JAMES JARED TRACY, financier, Cleveland, O., is a descendant, through the line of his mother, Catharine Lansing, from early colonists, emigrants from Holland, who founded the village of Lansingburgh, N. Y. His father's ancestors were English people, who settled in Norwich, Conn., in 1642. Gardiner Tracy, the father, was a very intelligent and able man, originally a printer and bookseller, who published *The Lansingburgh Gazette*, 1800-26, and *The Western Recorder* in Utica, N. Y., 1826-40, and for many years was a member of the New York Legislature. James J. Tracy was born in Lansingburgh, Dec. 3, 1819, and attended school mainly in Utica. At the early age of fourteen, he went to work in a wholesale dry goods store in Utica and two years later was sent to Cleveland, where for fifteen years he was prosperously employed in banking. On account of ill health, he then gave up banking, and has since been occupied with the management and improvement of real estate in Cleveland, but has other interests, especially in the factories of the city, and was vice president of The Brush Electric Co., until that concern was sold to The Thomson-Houston Electric Co. He is now vice president of The Society for Savings and, while never in political office, is one of the two surviving original trustees of The Case School of Applied Science. Mr. Tracy is an ardent Republican in politics and in private life an original member both of the Ark, a club formed in 1840, and of the Union club. April 25, 1883, he married Jane A., daughter of George Foote of Detroit, Mich., and has two children, James Jared and Catharine Lansing Tracy.

LAMBERT TREE, judge and diplomat, is a descendant on both his father's and mother's side from Colonial and Revolutionary stock, his great grandfathers having been officers in the American Revolution, one of them losing his life at Trenton while commanding an artillery company. The first of his name settled in the James river valley, Va., in 1635, and later in the century the family removed to Pennsylvania. Mr. Tree was born Nov. 29, 1832, in Washington, D. C., and carefully educated by private tutors. Reading law for two years with James M. Carlisle, then a noted lawyer of Washington, he completed his law course at the University of Virginia and was admitted to the bar at Washington in October, 1855. A few months later, he removed to Chicago, Ill., where he found ample opportunity for the exercise of his legal abilities in that rising city of the West, and where he has since gained a leading position, both as a citizen and a lawyer. His faith in the future of Chicago led him from the first to invest his surplus earnings in real estate, much of which is now in the heart of the city, and in improvements which have made the property very productive.

The estimation in which Mr. Tree was held by his legal brethren is shown by their electing him, in 1864, to the presidency of The Chicago Law Institute. In 1870, he was elected one of the Circuit Judges of Cook county to fill a vacancy, and his entire fitness for the position, his personal popularity as a citizen, and the respect in which he was held by men, regardless of political preference, were so great that at the next election he was returned without opposition. The early part of his service on the bench was made notable by a vigorous official charge to the grand jury, which resulted in the enforcement against culpable members of the city government of the legal enactments to punish official corruption, and created a wholesome regard for law, which has exercised a salutary influence and established a precedent of great value for the welfare of the city. His work on the bench and the sterling justice of his decisions form an honorable record and fill many important pages in the jurisprudence of the State, while



Lambert Rice

his later services in the wider field of diplomacy have made his name honored in two hemispheres. To the regret of the people of Chicago, he resigned his place on the Circuit bench before his term had expired and spent several years in foreign travel.

In 1878, just previous to his return to America, Judge Tree was nominated for Congress and his name kept on the ticket in spite of his declination. He was twice nominated and the last time, in 1880, came within a few votes of election, although the district was strongly Republican. In 1885, he was the candidate of the Democrats for United States Senator and came within one vote of election as against Gen. John A. Logan, the Republican candidate. That was a remarkable political contest and certainly attested Judge Tree's popularity. For several years thereafter, he occupied himself with law and literature and in the improvement of his property in Chicago by the erection of a number of handsome buildings and also participated in the management of several important financial and industrial institutions—his services being eagerly sought for these purposes.

Judge Tree's public and political services have not been confined to Chicago. He was delegate at large to the Democratic National Convention, 1884, which nominated Mr. Cleveland, and, in 1885, President Cleveland appointed him United States Minister to Belgium, where he participated in the execution of several treaties of great value to the United States, among others, one providing for the exchange of parliamentary and other public documents between the principal nations of Europe and the United States, and another for the establishment of an international bureau for the translation and publication of customs tariffs of the nations of the world. He also represented the United States in the International Congress for the reform of commercial and maritime law, held in Brussels in 1888, which drew together a notable assemblage of representatives of all the civilized nations of the world. In September, 1888, Judge Tree was promoted to the post of Minister to Russia, which, however, he resigned in March, 1889. President Harrison appointed him by and with the advice and consent of the Senate, as the Democratic member of the International Monetary Commission, held in Washington in January, 1891, the law of Congress requiring that one of the Commissioners should be a Democrat. The proceedings of that body show the broad mind and legal acumen of Judge Tree. He took a prominent part in all debates which involved the momentous silver question, as well as those of import in economic and financial matters. Being chosen to formulate and present to the Commission the propositions of the American Commissioners, he did so with such exactness and force that these propositions, together with his speech and their support, were adopted as the expression of the views of the Commission and as recommendations to be made to the different governments. Judge Tree took a warm interest in behalf of the treaty framed at the International Congress in Brussels in 1889 to suppress the African slave trade; and it is believed that his arguments and influence contributed materially to bring about a sentiment favorable to the final ratification of the treaty by the Senate.

His interest in public affairs has, from his first entry in Chicago, been manifest and continuous. He has served in some capacity on most enterprises for city improvement, is a life trustee of the Newberry Library, a governing member of the Chicago Art Institute, and president of The Illinois State Historical Library. During his service as Minister to Belgium, he commissioned an eminent sculptor to make a bronze statue of La Salle, the explorer of the Northwest, whose name is inseparably associ-

ated with its early history. This statue now adorns Lincoln Park, and is one of the few fine specimens of art among the public statues of the United States. He has since presented other monuments to the city, the last, erected in the Spring of 1894, being a magnificent equestrian statue by an eminent American artist, representing an Indian, a Sioux warrior on horseback, and is entitled "A Signal of Peace." In subject and treatment it is national, and is an appropriate memento of the aboriginal American. Judge Tree was also one of the active promoters of the Columbian Exposition, and was especially influential in gaining the co-operation of Belgium. In appreciation of his character, as well as his services to Belgium while an official resident there, that country appointed him to the position of Councillor of Honor of its commission.

In 1859, Judge Tree married Miss Anna J., daughter of H. H. Magie, one of the founders of the city of Chicago, and one of its most enterprising citizens from the early period of 1832. One son, Arthur, survives the marriage, and married a daughter of Marshall Field. His occupations require him to spend much of his time abroad.

DANIEL TROWBRIDGE, merchant and financier, New Haven, Conn., was born in that city, Jan. 20, 1820, the son of Isaac Trowbridge, a merchant of the old school, and died there, Aug. 18, 1893. Daniel received a sound but not an elaborate education, and after some preliminary experience in business, commenced on his own account in Custom House Square, before he came of age. Within a few years, he removed to State and Crown streets, but failure of health obliged him to retire for a few years.

In 1850, Mr. Trowbridge resumed business at the corner of State and George streets and added a wholesale department to his establishment, gradually expanding his business year by year. Shortly before the Civil War, an importing branch of the business was developed. Mr. Trowbridge soon gave himself up to the latter entirely, and for thirty years was one of the most prominent and successful importers of sugar and other West India products in the United States. His vessels delivered their cargoes mainly in New York city, and Mr. Trowbridge was for a long period a member of the New York Produce Exchange. By purchase and construction, he became the owner of a considerable fleet, which he always kept under the American flag, even during the Civil War, when so many other merchants sought the protection of foreign colors, to avoid paying heavy insurance for war risks. The schooner *D. Trowbridge*, which he owned, was burned at sea by the Confederate cruiser *Sumter*, but the sum of about \$21,000 was repaid to him from the Geneva award. During Mr. Trowbridge's activity in the West India trade, he maintained well remembered headquarters on Custom House Square in New Haven, in a three story brick building, which bore, even until its sale to The Consolidated Railroad and its demolition in the Spring of 1893, the weather-beaten sign of "Daniel Trowbridge," the letters almost effaced by time. In 1888, Mr. Trowbridge retired from the shipping business. He was a large owner of stock in The New Haven Gas Co., and removed his office to their building on Crown street, near Orange, where he occupied a large room. From 1871 until his death, he held the office of president of this company.

A considerable fortune had been amassed by Mr. Trowbridge in commercial operations, and his funds were largely invested in various local companies. His financial ability caused him to be sought for as an associate in important enterprises, and he became one of the founders of The First National Bank, of which he was the vice president, the other founders being the late Gov. James E. English, Amos F. Barnes,



Daniel Groubridge

Harmanus M. Welch and a brother of the latter. He was also vice president of The Connecticut Savings Bank, president of The West Haven Buckle Co., and a director of The Northampton Railroad, The Security Fire Insurance Co., The Mercantile Safe Deposit Co., and The American Fish Hook & Needle Co. and other concerns.

He was twice married, first to Miss Alling, of Allington, Conn., and, after her death, to Miss Jane, daughter of Nathan Keeler, of Westchester county, N. Y. Mrs. Trowbridge died in February, 1892. To him and his second wife was born one child, Jane K., who married John J. Matthias, a West India merchant. Mr. Matthias died, July 27, 1888, and Mrs. Matthias inherited the fortunes of both her husband and father.

The name of Mr. Trowbridge was always highly honored in New Haven, and wherever known. A man of fine presence and much geniality of manner, he was calm and sagacious in his views on financial affairs, and in politics, inclined to independence, always loyal to his country, but never in the least desirous of public office. For more than forty years, he was a member of the Methodist Episcopal church. Mr. Trowbridge was pre-eminently a merchant and financier, fond of the management of important interests, but loving also his church and the society of his family and a few congenial friends. Beginning modestly in life, he won his way to high estate by energy, ability and untiring labor in legitimate operations, free from reproach of any kind.

FREDERIC TUDOR, merchant, Boston, Mass., born in that city, Sept. 4, 1783, died there Feb. 6, 1864. He was a son of Col. William Tudor and one of the leading merchants in the foreign trade of New England before the Civil War. At the age of twenty-two, he had become the owner of a West Indiaman, and it was he who originated the shipment of cargoes of ice from Boston to tropical lands. The first cargo was sent, as a speculation, in 1805, to the island of Mauritius. The ice was delivered in safety and sold at an excellent profit and for the lifetime of a generation thereafter, he was actively and successfully engaged in this trade, sending his cargoes to all parts of the tropics, including many to the East Indies. After 1834, many gallant ships of large size belonged to Mr. Tudor and flew the flag of his house. Nearly all the modern methods of cutting, storing and handling ice originated with him and the late Nathaniel J. Wyeth.

ARTHUR WEBSTER TUFTS, a well known merchant of Boston, Mass., held a wide acquaintance in financial circles and was actively connected with the political interests of his county and State and a counsellor in many religious activities. He was a typical New England business man, and won the confidence and regard of associates and the community by manly vigor, clear practical judgment and a masterly resolution, which gave force and effect to his convictions of duty as a citizen and a Christian. The power of his personal influence was augmented not only by a winning and genial presence, but because, on all occasions, when advice or opinion was sought, he responded with genuine sympathy, clear foresight and prompt decision, always acting up to his own convictions, which were definite and rarely needed to be modified.

Mr. Tufts was the son of Gilbert and Mary Chickering Tufts and was born in Charlestown, Mass., Feb. 20, 1828. The ancestors of the family came to this country from England early in the seventeenth century, the paternal ancestor settling in Medford, Mass., and the mother's, Henry Chickering, in Dedham, Mass., where he was prominent in early history. Educated in the public schools of Charlestown and in the Chauncey Hall School of Boston, Mr. Tufts immediately commenced business life, but



Arthur W. Tufts.

laid out for himself a course of study for his few leisure hours. It was the mental discipline of these evening studies in the more severe mathematics, which made him in later years so reliable in matters of finance, and his readings in history and English literature lessened the fatigue of daily work and richly fitted him for future years of travel at home and abroad. The intellectual tastes formed by those early habits were a source of continual pleasure to Mr. Tufts, and no stress of business or political life was ever allowed to interfere with the relaxation so highly prized. This also helped him to acquire facility in turning from one duty to another and to combine with his calm equipoise, enthusiasm for the business of the hour and a cheerfulness which inspired others while it dispelled his own cares and gave a rare zest to the life of every day. At the age of sixteen, Mr. Tufts entered upon mercantile life in Boston. During his residence in Charlestown, he served three years on the Common Council and three years on the School Board.

In 1853, he married Miss Annie E., daughter of the Rev. Henry B. Hooker, D. D., who was a lineal descendant of the Rev. Thomas Hooker of Hartford, and who in 1869 removed to Roxbury, Mass., where, April 9, 1892, he died.

Mr. Tufts was a member of the Legislature in 1879, '80 and '81, and of the Senate in 1882 and 1883. He served with marked ability on the Committees on Banks and Banking, Finance and the Treasury. In politics he was originally a Whig, and in 1860, joined the Republican party, becoming Presidential Elector in 1884, and, in 1888, delegate to the Chicago convention which nominated Benjamin Harrison. In 1889, he accepted appointment to the Governor's Council, serving three years.

Mr. Tufts was director in various corporations, including The Commonwealth Insurance Co. of Boston and The Warren Institution for Savings in Charlestown, and was president of The Institution for Savings in Roxbury. He was also president of The Boston City Missionary Society for six years, having previously served as a director for twenty-one years, and was a corporate member of The American Board of Commissioners for Foreign Missions and auditor of the treasurer's accounts, and treasurer of Euphrates college, Harpoot, Turkey. He also served on the executive committee of The Massachusetts Home Missionary Society, and as president of the Congregational club. Not only patriotic and public spirited, Mr. Tufts left a record fragrant with memories of kindly deeds and timely relief to those who crossed his life's pathway. He died, April 9, 1892, at his home in Roxbury.



U.

HENRY PRATT UPHAM, banker, St. Paul, Minn., born in Millbury, Mass., Jan. 26, 1837, is the son of Joel Worthington Upham, a builder of water wheels and a worthy and reputable man. After a fair education in Worcester, Mass., Mr. Upham began life as a merchant's and banker's clerk, and during his young manhood gave promise of an interesting future by his earnestness, intelligence and careful attention to every duty and the habits of thrift, which distinguish so large a number of the people of his native commonwealth.

About 1857, he settled in St. Paul and engaged in the lumber trade and in dealing in railroad and municipal securities and lands, and in the course of twenty years of diligent and persistent enterprise had risen to wealth. He is now president of The First National Bank of St. Paul, and his sound, careful and conservative management is illustrated by the fact that he has made the bank the largest financial institution in the city.

Mr. Upham has the distinction, unusual in the West, of being not only a thoroughly practical man of affairs but of loving the purely intellectual and literary side of life, and is an expert genealogist. This grows, in part, out of the fact that the pedigree of his own family has been carefully preserved and extends back for many centuries. His family name is inscribed on the earliest records of England and he has given to history and family pedigrees a profound study. He is a member of The American Antiquarian Society of Worcester, Mass., The Society of Antiquity and The Minnesota Historical Society.

Mr. Upham's family consists of his wife, Evelyn Gertrude Burbank, whom he married in St. Paul, Sept. 23, 1868, and three children, Gertrude, married to J. F. Harris of Chicago, Grace, wife of Horace E. Bigelow of St. Paul, and John P. Upham.



V.

HENRY HOBART VAIL, a well known publisher, Cincinnati, O., is a descendant of Jeremiah Vail, a settler of Southold, Long Island, N. Y., and son of Joshua Vail, a farmer. Born in Pomfret, Vt., May 27, 1839, and educated in Middlebury college, he taught school a few years, served in the Union army one year, and in 1867, entered the service of a publishing house in Cincinnati, and as a partner in the firm of Wilson, Hinkle & Co., publishers of school books, and Van Antwerp, Bragg & Co., their successors, he has gained practically all that the world has to offer in the way of financial independence. The publishing business of the house is now merged in The American Book Co., and Mr. Vail is a director and chairman of the board. He is also president of the Aldine club and member of the Grolier, Colonial and Twilight clubs and the Ohio and New England societies of New York city. In 1890, he established his residence in New York city.

JAMES NELSON VANCE, iron manufacturer, Wheeling, W. Va., came into the world, Aug. 1, 1828, in Ohio county in his State, while the county yet formed a part of Virginia. James and Mary Vance, his parents, farmers, were of the lineage respectively of early pioneers from Ireland and England. In school boy days, Mr. Vance mastered the rudiments of knowledge under a country pedagogue, and at fifteen earned his first wages as clerk in a country store. Seven years of toil and diligent saving enabled Mr. Vance, in 1850, to go into the iron business on his own account, and he has been successful therein from the start. His business is now merged in The Riverside Iron Works in Wheeling, organized in 1875, capital now \$2,000,000, a large concern. In 1883-84, a Bessemer steel plant was added to these works, and in 1887, a plant for the manufacture of iron and steel tubes. A rolling mill and nail machine equipment, and excellent blast furnaces at Benwood, W. Va., and Steubenville, O., are a part of the plant. Mr. Vance is president of the company, and is also now president of The Woodward Iron Co. of Birmingham, Ala., and of The Exchange Bank of Wheeling. Sept. 15, 1863, Miss Lillie E. McClellan of Wheeling became Mrs. Vance, and their four children living are H. W., James N., William M., and Lillie E. Vance.

CAPT. JOHN JAY VANDEGRIFT, oil operator, Pittsburgh, Pa., was born near that city, April 10, 1827, a grandson of Jacob Vandegrift, of Frankfort, Pa., and son of William K. and Sophia Sarver Vandegrift. Educated in private and public schools, John began life, at the age of fifteen, as a cabin boy on the steamboat *Bridgewater*, running on the Western rivers, and later for his uncle, John Vandegrift, on the *Pinta*. Having learned the river trade in these and other boats, he took command in 1853 of the steamboat *Black Diamond*, and during the second season, at the age of twenty-five, discharged the duties of pilot, and at the instance of Daniel Bushnell, one of the owners, made the first experiment in the now universal method of towing canal barges, the barges being grouped in front, the steamer pushing them. In 1858, Mr. Vandegrift bought a third interest in the river steamer *Red Fox* and a quarter interest in the *Conestoga*, and employed them in towing coal to New Orleans, for several years.

When petroleum was discovered in West Virginia, Captain Vandegrift placed the *Conestoga* in charge of another man, and developed oil properties in West Virginia until

the Confederates burned his plant. Then he sold the *Conestoga*, became sole proprietor of the *Red Fox*, and in the trade between Pittsburgh and Oil City first carried oil in bulk in tanks, a trade which proved profitable. About 1863, Captain Vandegrift settled in Oil City, and with Mr. Ewing, formed a number of oil producing companies, and with George V. Forman engaged in the transportation of oil in tank cars. A four mile pipe line, called the Star, was laid by Captain Vandegrift and Mr. Forman in 1869 from Pithole to West Pithole, Pa., and became the first link in the widely ramified system of the present National Transit Co. The two men continued to build pipe lines and consolidated all their interests therein in The United Pipe Lines in 1877 and in The National Transit Co. in 1884. Captain Vandegrift was president of the former, and yet retains enormous interests in oil lands, refineries, pipe lines, and the petroleum industry generally, in Oil City and Pittsburgh. Subsequently he became active in the promotion of the use of natural gas and founded The Penn Fuel Co., The Fuel Gas Co., The Bridgewater Gas Co., The National Gas Co. of West Virginia, and The Chartiers National Gas Co., all large corporations. He also organized The Toledo National Gas Co., having a capital of \$2,000,000, and The Washington Oil Co. He is now president of The United Oil & Gas Trust.

In these later years, Captain Vandegrift has turned his attention to other lines of industry, and is a large owner in The Penn Tube Works, The Howard Plate Glass Co., The Seaboard National Bank in New York city, of which he is a director, and The Keystone Bank of Philadelphia, of which he is president, and other concerns.

Dec. 29, 1853, Captain Vandegrift married Miss Henrietta Virginia Monroe, and to them have been born nine children, Kate Virginia, Benjamin Wallace, Rebecca Blanche, Jacob Jay, Daniel Bushnell, Henrietta Virginia, Margaret Frances, Samuel Henry and Joseph Bushnell Vandegrift, all of whom are living except three. Mrs. Vandegrift died in Pittsburgh, Dec. 25, 1881. Dec. 4, 1883, Mr. Vandegrift married Mrs. Frances G. Hartley. Since 1887, he has lived in Pittsburgh.

AUGUSTUS STOUT VAN WICKLE, banker and coal operator of Hazleton, Pa., member of an old and excellent family, has sprung rapidly into prominence during the last twenty years. Born in New Brunswick, N. J., Jan. 4, 1856, he is a son of the late Simon Van Wickle, who is well remembered as the owner and operator of extensive mining properties in Pennsylvania, and prominent in business and financial circles in New York city from 1850 until his death in 1888. During an industrious and successful career, the life and character of the senior Van Wickle remained a typical example of manliness and honor. His wife, the mother of Augustus, was a descendant of the famous Randolph family of New Jersey and Virginia, many of whose sons and daughters attained distinction by their services to the State and humanity, one of them being Governor Randolph of New Jersey. The ancestry of Mr. Van Wickle is Dutch on one side of the house, English on the other.

After graduation from Brown university in 1876, Mr. Van Wickle took a place in his father's office in New York city. The new comer into affairs was not only college bred but apt in management and sound in judgment, and a part of the mining interests of the head of the house were soon placed under his charge and operated by him with the aid of the best science of the day. From that time forward, progress was rapid. In the course of events, Mr. Van Wickle was elected president of The Eberich Coal Co., and The Stout Coal Co., and member of the old firm of Van Wickle, Stout & Co.,



A. D. Saw Wicket

now succeeded by A. S. Van Wickle & Co., and he has latterly become president of The Hazleton National Bank and The Hazleton Iron Works, vice president of The Phoenix Powder Manufacturing Co. of New York, and the owner of much real estate in Cleveland, O., and Morristown, N. J. He also now conducts a banking business in New York city. The comparatively youthful age of forty finds him in the unique position of being next to the largest individual producer of anthracite coal in the Lehigh valley and a man of large fortune. His mines lie at Hazleton, Milnesville and Beaver Meadow, Pa., in the heart of the anthracite region, and the quality of the coal ensures a sale almost as rapidly as the mineral can be taken out of the earth. Mr. Van Wickle is the owner of a railroad connecting his coal mines. A modest fortune descended to Mr. Van Wickle from his father, but his own operations are the principal source of his personal accumulations.

Bessie, a daughter of the late Ario Pardee, sr., of Hazleton, pioneer and for many years the head of Pennsylvania's anthracite interests, and Mr. Van Wickle, were united in marriage in 1882. One child has been born of this union, Marjorie Randolph Van Wickle. Mr. Van Wickle is compelled to spend much time in New York city, and is a member of the University, Down Town, Brown University, New York Yacht, Seawanhaka Yacht and Corinthian Yacht clubs there, the Morristown club of Morristown, and the Robbins Island and Jekyl Island clubs.

JOHN GUY VASSAR, brewer, son of John Guy Vassar, sr., was born in the old Van Kleeck house, Poughkeepsie, June 15, 1811. For seven years, 1832-39, he was a working member of the firm of M. Vassar & Co., but ill health compelled him to retire. Mr. Vassar never married. Four times, he went around the globe and visited nearly every noted place under the sun. While Mr. Vassar laid the foundation of a fortune in the brewing business, judicious investments greatly increased his possessions. He was a great buyer of the stocks of defaulting railroads, which he laid away for a future rise in value. Matthew Vassar and he gave equal sums to the Vassar college laboratory, and John Guy Vassar gave an endowment after Matthew's death. He gave an equal sum with his brother to The Vassar Home for Old Men. At his death, Oct. 27, 1888, rich endowments were left to the institutions the family had founded, including \$50,650 to The Vassar Brothers' Home for Aged Men, \$661,000 to Vassar college, \$558,000 to The Vassar Brothers' Hospital, and \$610,000 to The Vassar Orphan Asylum. The Vassar Asylum legacy was declared void, however, by the Court of Appeals, and that part of the estate was divided in equal sums among fifteen heirs, next to kin. There were no lineal heirs.

MATTHEW VASSAR, founder of Vassar college, Poughkeepsie, N. Y., born in Tuddenham, Norfolk, Eng., April 29, 1792, died suddenly while reading an address to the trustees of Vassar college, on Commencement Day, June 23, 1868. The French ancestors of the Vassar family settled in England about 1700, and James Vassar of this line, a Baptist in creed, came to America in 1796, with his wife and four children, Matthew being the youngest, and settled on a farm near Poughkeepsie, N. Y. Thomas Vassar, a brother of James, came at the same time. James Vassar moved into town after a time and started the ale brewery, from which the family derived their subsequent fortunes. Matthew actually began life as clerk in a country store in Balmtown, across the Hudson river, and three years later went into another store for a year at a salary of \$300, but, after that, he entered the Vassar ale brewery, as bookkeeper and

collector. The brewery burned down shortly afterward, without insurance, his oldest brother losing his life in the fire. The father then retired to the farm, and Matthew resumed brewing, under the name of M. Vassar & Co. In 1866, he retired with a fortune. It was while visiting the cities of the old world that the founding of some institution to perpetuate his name came into his mind, and he thereupon established Vassar college in Poughkeepsie for the higher education of women. An act of incorporation was obtained in February, 1861, and the college was completed in the Fall of 1865. In March, 1813, Mr. Vassar married Miss Caroline Valentine of Poughkeepsie, who survived him.

MATTHEW VASSAR, son of John Guy and Margaret Van Kleeck Vassar and nephew of the founder of Vassar college, was born in the old Van Kleeck house, the first substantial residence ever built in Poughkeepsie, N. Y., May 11, 1809, and died in Poughkeepsie, Aug. 10, 1881. The mother was a daughter of Baltus Van Kleeck. In 1826, Matthew entered the ale brewery of M. Vassar & Co., then housed in an old building on Vassar street, upon the site now occupied by the Vassar institute. Six years later, his brother John and he were taken into partnership. It was during the life time of these two men, who at length became principal owners, that large buildings on the river bank were created. Matthew Vassar remained successfully engaged in brewing until 1863, when he sold his interest and retired. In 1834, Miss Mary Parker became Mrs. Vassar, but died in 1851. In 1870, Mr. Vassar married Miss Irene Beach, who survived him. Mr. Vassar was a man of quiet tastes, but of remarkable public spirit and liberality. He served at one time as trustee of the village of Poughkeepsie and member of the Board of Education, held many private trusts, and was one of the original trustees of Vassar college, and at the request of the founder was its treasurer from the beginning until his death. He served without pay and attended his office at the college daily. It was largely to his judicious investment of the funds that the college owed much of its prosperity. Mr. Vassar spent most of his fortune in works of benevolence. Two professorships in the college were endowed by him, and he joined his brother in erecting a new laboratory for the college and The Home for Aged Men. They also devised plans for the Vassar Brothers' Institute, and partially endowed it. Vassar hospital was built at his expense at a cost of \$350,000, and when he died he left \$286,000 to Vassar college and \$25,000 for other public objects.

SAMUEL FLINT VILAS, banker, Plattsburgh, N. Y., a son of Moses Vilas, was born in Sterling, Vt., Jan. 9, 1807, and died, March 24, 1886, at the Grand Union Hotel in New York city, while on his way home from the South. He was educated in the academy at Johnson, Vt., and helped till his father's farm until the age of nineteen. He then engaged in mercantile pursuits and carried on for a number of years a wholesale and retail trade in furs and wool in Plattsburgh, and remained closely attentive to business until the end. He was a thoroughly practical and capable man, strong, sensible, upright, and a good manager, and his firms of Vilas & Edson and Vilas & Crosby bore a high reputation. Mr. Vilas was principal owner of The Vilas National Bank, and its president from Feb. 9, 1864, until his death. The survivors of his family were Mrs. Harriett Hunt Vilas, his wife, and five children, Emery V., wife of George H. Beckwith; Frances W., wife of E. A. Carpenter of Boston; Harriet H., wife of Benjamin Norton of New York; Samuel H. Vilas of Plattsburgh, and Freeman M. Vilas of Buffalo.

WILLIAM FREEMAN VILAS, banker, Madison, Wis., born in Chelsea, Vt., July 9, 1840, is a son of Levi B. Vilas and Esther G. Smilie, his wife. The family settled in Madison, Wis., June 4, 1851. William began life as a good and bright boy, and gained an excellent education at the Wisconsin State university, class of 1858, finishing at the Law School in Albany, N. Y., in 1860. He had previously earned his first few dollars as messenger in a bank in Madison in the employment of N. W. Van Slyke, now president of The First National Bank, and was remembered as a faithful, diligent and ambitious youth; but after leaving the Law School, he became a lawyer, first in New York and thereafter in Wisconsin, and, while not yet twenty years of age, argued his first case before the Supreme Court of the latter State.

In July, 1862, Mr. Vilas recruited Co. A, 23d Wis. Vols., took part in the Vicksburg campaign, nearly losing his life by typhoid fever, was promoted to be a Lieutenant Colonel, and came home to aid his father in an important law suit. Law practice occupied Mr. Vilas for more than twenty years and brought him reputation and means. He helped edit a new edition of Wisconsin Supreme Court reports, lectured in the University of Wisconsin, 1868-85, and in 1875-78 aided in the revision of the statutes of the State. Mr. Vilas inherited some means from his father and became manager of the estate. In recent years, he has been president of The Bank of Wisconsin.

Mr. Vilas is a Democrat and has been active in politics since 1860, sitting in many State and National conventions and representing his party on the National Committee 1876-86. Elected to the Legislature in 1884, he became Postmaster General, March 7, 1885, and, while the originator of some reforms in the postal service, failed to attain his highest usefulness by opposing Government aid to the American merchant marine, although his policy suited his party. Jan. 16 to March 6, 1889, he served as Secretary of the Interior and became United States Senator, March 4, 1891. Jan. 3, 1866, Mr. Vilas married Miss Anna M., daughter of Dr. William H. Fox and is the father of three children.

NICHOLAS HENRY VOEGTLY, lumber merchant, Allegheny, Pa., a native of that city, was born Nov. 24, 1834, and died at his home on Ohio street, Aug. 18, 1893. Nicholas, his grandfather, a Swiss, settled in Allegheny city in 1812. The subject of this memoir spent his entire life on the North Side, as it is called, except when, as a lithographer, he went West for a few months. Returning to Allegheny, he engaged in the flour business in 1857, but, in 1862, withdrew and established a lumber yard, in the management of which he was occupied until his death, amassing a fortune and becoming one of the most popular and respected citizens of the city. During 1865-78, Mr. Voegtly represented his ward in the City Councils, and then, being elected to the Legislature, was re-elected continuously until 1885, when as a candidate for State Senator, he was defeated by a small majority after one of the hottest fights, ever known in the district. During a political upheaval in Allegheny, in 1892, when Mayor Wyman was deposed, Mr. Voegtly was almost unanimously elected Mayor by the City Council to fill out the term. There was a disposition to re-elect him for a full term after that, but this he did not encourage. Mr. Voegtly had the usual diversity of interests of a prosperous man, and was connected with several business enterprises, among them The Shoenberger & Co. Iron Works. In 1859, he married Miss Mary Steiner, and a family of seventeen children were born to this couple, of whom thirteen survived their father, William Nicholas, Carl Henry, Frank Louis, Edwin B., Annie

M., wife of E. E. Eggers, Helena S., Robert, Florence R., Emma M., Nicholas H., Jacob J., Flora E. and Gertrude O. Voegtly.

EDWARD WILLIAM VOIGHT, brewer and property owner of Detroit, Mich., is a native of the city of Doebeln, Saxony. Born, April 5, 1844, to Carl Wilhelm Voight and Pauline Rosalie Beck, he descends through the paternal line from a well to do family of Saxon farmers in Doisitz and through his mother from a line of tanners in Doebeln. The father followed the trade of a miller at home, but learned the art of brewing just before his emigration to America in 1854.

Edward was educated in the public schools of Saxony and of Madison, Wis., and enjoyed a full course at a commercial college. In Madison, his father established a small brewery and Edward was brought up from early boyhood in that industry, being obliged to give his help in the brewery between school hours and to work late and early, the father's means being small when he first arrived in America. The brewery was sold in 1863 and the family moved to Milwaukee, where the head of it engaged in Lake Navigation.

Edward became second mate of a schooner in 1864, but found that he lacked technical knowledge, and spent the following Winter in Boston studying navigation. Next Spring, he took command of the schooner *Columbia* and made many voyages in the grain trade between Chicago and Buffalo. The sailing craft were sold, however, in 1866, and the Voights all went to Detroit, where the senior bought an old malt house and resumed the business of brewing. He carried on a careful trade, reaching an annual production of 3,100 barrels and then, selling the business to Edward for \$30,000 on long time, went home to Saxony to spend his remaining years among old friends and familiar scenes. Edward, being a younger man and by his education more in harmony with American ways, soon made the business prosper exceedingly, increasing the production to 45,000 barrels a year. In fact, he made the brewery so profitable that when, in 1889, it was sold in London, he received in stock nearly a million dollars for his share of the property. Mr. Voight retains the general management of The Voight Brewing Co. and is now president of The Michigan Sulphite Fibre Co., vice president of The Edison Illuminating Co. of Detroit, and The Edison Light Co. of Grand Rapids, and director in various other concerns.

Forced in 1873 by the failure of F. L. Seitz & Co., bankers, who had \$7,000 of his money on deposit, to make a vigorous effort to recover this much needed sum, Mr. Voight took nine acres of land on Antoine street in the suburbs in settlement of his claim, and thus became an owner of real estate. This property is now worth \$80,000. Real estate then attracted his attention as an investment, and in 1874 he bought four acres of land on Woodward street for \$11,200 and has since seen it grow in value to \$100,000. In real estate ventures, he has since operated largely and with uniform good fortune. A river frontage which he bought in 1881 for \$21,000 is now rated at \$250,000 and two farms of 146 acres for which he paid \$70,000 in 1884 and 1886 have since been overrun by the city and Mr. Voight has refused \$600,000 for the property. He has since bought about 600 acres at the head of Grosse Isle.

Mr. Voight is a member of the Harmonie Society. He was married in Detroit in 1871 to Bertha Dramburg, and has four children, Augusta L., William F., Pauline M. and Anne Ella. The first wife died in 1890 and Mr. Voight married, in 1892, Marior W. Randall.

JOHN P. VOLLMER, merchant, Lewiston, Idaho, pioneer, was born in Birkenfeld, Wurtemberg, Jan. 25, 1847. He came into this country shortly after the Civil War, and located in Idaho, May 1, 1870, on the Snake river close by the boundary line of Washington and near various large Indian reservations. He had only a few thousand dollars of capital, and with this he engaged in trading with the gold miners and Indians and sold groceries to farmers, who had taken up the lands of the adjacent counties. A man of courage, sense and energy, he soon established a large and profitable trade and he has continued to extend his business until he now ranks as Idaho's foremost financier. His firm of John P. Vollmer & Co., have stores at Lewiston, Genesee, Lapwai and Vollmer, the managers of some of which are clerks whom he has trained up in the business. He is a partner in E. Baumeister & Co., Asotin, Wash., and under the name Vollmer & Scott, conducts a general store at Uniontown, Wash., and a store and bank at Grangeville, Idaho. He was the organizer, and is president and chief owner of The First National Bank of Lewiston, the first in North Idaho, and is also president of The First National Bank of Genesee, and sole owner of the large mercantile house there, besides being proprietor of a large amount of valuable farming land, which he leases. The first telegraph line in North Idaho and the first practical telephone line on the Pacific coast, were both built by Mr. Vollmer. He is an able, tenacious and honorable man, and enjoys a large income and the entire respect of the people of his State.



W.

JEPHTHA HOMER WADE, builder of telegraph lines, Cleveland, O., born in New London, Conn., July 7, 1811, died in Cleveland, Aug. 9, 1890. He had a limited education and was, at the outset of his career, in succession, a carpenter, daguerreotypist and telegraph operator, the struggle for existence taking him to Ohio during this period. In 1847, he built a telegraph line under contract from Detroit to Jackson, Mich., and thereafter for twenty years was one of the most conspicuous figures in the telegraph world. In 1849-50, he constructed a telegraph line of his own from Cleveland to St. Louis, developed this into a large system under great difficulties, and finally merged all of his lines into The Western Union Telegraph Co., of which he became general agent. The Pacific Telegraph Co. was then created by him in 1861, and a line constructed to the western ocean, and when it was consolidated with The Western Union Telegraph Co., Mr. Wade became president of the latter company until 1867, when ill health led him to retire. The idea of enclosing a submarine cable in an insulated armor of iron wire originated with Mr. Wade. Fortune came to Mr. Wade with difficulty at first, and at one period of his career was menaced with financial failure, but in the end he possessed large wealth and was a director in several Ohio and Illinois railroads and several rolling mill and mining companies, and president of The National Bank of Commerce in Cleveland. Wade Park was given to Cleveland and Lake View cemetery was founded by him. Two children, Jephtha H. Wade, jr., and Alice Louise, wife of Sylvester T. Everett, the banker, survived him.

JAMES WOLCOTT WADSWORTH, capitalist, Geneseo, N. Y., is a grandson of James Wadsworth, a native of Connecticut, who founded the village of Geneseo, N. Y., and dwelt upon a large estate there, and son of Gen. James S. Wadsworth, a law student under Daniel Webster. At the beginning of the Civil War, General Wadsworth, who had inherited a large property and was a man of wealth, freighted two ships with supplies at his own expense and took them in person to Annapolis. He then entered the Union army, was made a Brigadier General, Aug. 9, 1861, took an active part at Gettysburg and in many other battles, and fell mortally wounded in the Wilderness, May 6, 1864, dying two days afterward. He was brevetted Major General the day he was wounded. James W. Wadsworth, born in Philadelphia, Pa., Oct. 12, 1846, left the Hopkins grammar school in New York city when nearly eighteen, to enter the Union army; and, as an aid on the staff of General Warren, served until the end of the War, being brevetted a Major for courage at Five Forks. After the War, he spent two years in Sheffield scientific school in New Haven, and then undertook the management of the lands and estate of the Wadsworth family. He is now president of The Genesee Valley National Bank. Mr. Wadsworth has figured to some extent in politics, having been a Supervisor, 1874-76, Member of Assembly, 1878-79, Comptroller of New York State, 1880, and Member of Congress, 1881-85 and 1891-95. The New York act of 1880 to tax corporations was drawn up and pushed to its passage by him. He is a positive man, but refined and courteous, and, in social life, of wide acquaintance and excellent position, belonging to the Union club of New York city and other first class social organizations.

JULIUS WADSWORTH, financier, Middletown, Conn., a native of New Hartford, Conn., who died in Middletown, May 28, 1887, at the age of seventy-two, was a son of Tertius Wadsworth. Going to Illinois in early life, Mr. Wadsworth became a lawyer, but later engaged in the packing of beef and pork in Chicago, being one of the pioneers in that trade. He also dealt in cotton in New Orleans and engaged in other promising ventures. He was already rich at the age of thirty-five. In middle life, Mr. Wadsworth applied his earnings to railroad enterprises and was president of the street car line on Second avenue in New York until about 1870. Finally, in company with Alexander Mitchell and others, he promoted a scheme, out of which grew The Chicago, Milwaukee & St. Paul railroad system. In 1870, Mr. Wadsworth ran for Congress as a Democrat, but was defeated. He became a Republican later, and was an enthusiastic and ardent supporter of Mr. Blaine. In 1856, he was married to Miss Cornelia De Kobren, who with one son, Clarence S. Wadsworth, survived him.

WEBSTER WAGNER, car builder, Canajoharie, N. Y., born, Oct. 2, 1817, at Palatine Bridge, N. Y., died, Jan. 13, 1882, in consequence of a railroad collision near Spuyten Duyvil, N. Y., while travelling in one of his own palace cars. He sprang from a patriotic race of German descent, his grandfather having been Lieut Col. Peter Wagner of the American Revolution and his forbears early settlers in the Mohawk Valley. With scarcely any education, Mr. Wagner began life as a wagon maker, became station agent at Palatine Bridge in 1843, and, when the subject of sleeping cars began to fill the public mind, amused himself by making models of such cars. Finally, with associates, he began in 1858 the manufacture of sleeping cars for The New York Central Railroad, during the presidency of Erastus Corning. Palace cars followed in 1867. The Wagner Palace Car Co., which grew out of his operations, now a thriving concern, made the fortune of its founder. Mr. Wagner was a Republican and a politician. He sat in the State Assembly in 1871, and in 1872 became State Senator, being re-elected in 1877, '79, and '81. He occupied a home at Palatine Bridge and another on Forty-fourth street in New York. Norman Wagner, a son, and four daughters survived him.

HORACE S. WALBRIDGE, manufacturer, Toledo, O., who died in Toledo, Jan. 30, 1893, was a son of Chester and Mary Walbridge, and was born in Syracuse, N. Y., July 21, 1828. He gained a little education in the public schools of Toledo, and at the age of twelve, found his first employment in the store of Stephen Marsh, merchant. When fourteen years of age, he went to Palmyra, Mich., as clerk for Walter A. Titus & Co., and in the Winter of 1845-46, built the saw mill from which was obtained the material for The Erie & Kalamazoo Railroad. In 1846, he embarked in the grain trade with Thomas Watkins, afterward succeeded by Brown, Walbridge & King, Brown, Walbridge & Co., and H. S. Walbridge & Co. The house of Walbridge, Watkins & Co., was founded by him in Chicago in 1865. The fortune of Mr. Walbridge came largely by judicious investments in real estate, and at his death he owned valuable properties in North Carolina, Kentucky and Missouri, suburban residence property in San Francisco, and city lots in Superior, Wis., and Toledo, including several fine stores and office buildings in the latter place. He was president of The Maumee Rolling Co., vice president of The Toledo Gas Light & Coke Co., president of The Woodlawn Cemetery, president of The Western Electric Light & Power Co., director in various banks and railroads, and connected with nearly every enterprise of magnitude in Toledo.

The members of his family surviving him are his wife, Mrs. Isabella D. Walbridge, and his children, Thomas H. Walbridge, Narcissa Grace, wife of Arthur J. Secor, and Mary Davis, wife of Eben W. Newton.

EDWIN WALKER, lawyer, Chicago, Ill., born in Genesee county, N. Y., in 1832, the son of a farmer and soldier of 1812, graduated from an academy and received authority to practice in 1854 in Buffalo, N. Y. The West seemed to him a tempting field and the people of Logansport in Indiana enjoyed the benefit of his legal services until 1865. Through diligent study of the statutes and appointment as general solicitor for The Cincinnati, Richmond & Logansport Railroad in 1860, Mr. Walker became an authority on corporation law, and when the general offices of his company were removed to Chicago in 1865, he made Chicago his home. Mr. Walker retained his official position until 1883. Meanwhile, he had taken the position of general solicitor for the The Chicago, Danville & Vincennes Railroad in 1869 and Illinois solicitor for The Chicago, Milwaukee & St. Paul in 1870. As the lawyer of railroad and insurance and other corporations, he has built up a large and profitable practice. Various business interests have been promoted by him, among them the coal and transportation trade of W. P. Rend & Co., in which firm he is a partner. During the World's Fair, Mr. Walker served as a director and he was retained by the railroads in the law suits growing out of the famous strike of 1894. In 1857, Mr. Walker married Miss Lydia, daughter of Col. Israel Johnson of Logansport, and to them three sons were born, Edwin C., J. Brandt and Wilmer Earl Walker, the latter dying while in Yale college. Mrs. Walker died in 1867, and in 1870 Mr. Walker became the husband of Mrs. Desdemona Kimball, daughter of Major Samuel Edsall of Fort Wayne.

JOHN WALKER, manufacturer, Pittsburgh, Pa., a son of Hay and Janet C. Walker, is a Scot by descent on both sides of the house. The father emigrated to America in 1834, while the parents of the mother came from Scotland in 1819. John Walker was born, Nov. 23, 1843, in Allegheny City, Pa., and, when old enough, joined his father in the manufacture of soap and candles. Jan. 1, 1873, he bought a small rolling mill with a few associates, Andrew Carnegie being a special partner, and in 1883 his firm of Wilson, Walker & Co., also acquired the Lucy iron furnaces. Both properties were merged at a later date into Carnegie, Phipps & Co., Ltd. In 1888, Mr. Walker felt able to retire from business, but he retains an interest in various concerns, and is a member of The H. C. Frick Coke Co., and owner of much real estate in Pittsburgh and Chicago, one of his properties in the latter city being the New York Life building. Mr. Walker travels much and is a member of the Duquesne club of Pittsburgh and the Union League club of Chicago.

JOSEPH HENRY WALKER, manufacturer, Worcester, Mass., born in Boston, Dec. 21, 1829, is a son of Joseph Walker of Hopkinton and Hannah Thayer Chapin of Milford, Mass. The family moved to Hopkinton, the home of his ancestors, when he was two months old, and thence, in 1843, to Worcester. At the age of sixteen, Mr. Walker entered the boot and shoe factory of his father, being admitted to partnership in Joseph Walker & Co. when of age. For nearly forty years, he carried on this industry with energy and success, but retired Jan. 1, 1888. Beginning modestly, he had built one factory after another, until he had created an extended business. In 1868, he established the firm of Walker, Oakley & Co. in Chicago, now one of the largest firms of tanners and leather merchants in the country, and is yet the senior member, and from

his prominence in the leather trade has been active in The National and The New England Hide & Leather Associations.

Mr. Walker entered politics early in life as a Republican. In 1854, 1871 and 1872, he was elected to the Common Council of Worcester, advocated various original ideas upon which the business of the city has since been conducted and showed great good sense, judgment and foresight in all the measures proposed. In 1879, 1880 and 1887, Worcester sent him to the Legislature. Among many treatises written for publication, his "Common Sense Views on Political Economy, Capital, Labor, and Socialism," "Money, Trade and Banking," and "Moral Aspect of a Protective Tariff," have attracted very wide attention. In 1888, a sharp campaign in the Worcester district ended in the election of Mr. Walker to Congress by 1,905 plurality, and he enjoyed re-election in 1890, '92, and '94. He came to the front at once in Congress as an able champion of Protection and sound money. He has served largely on the Committees on Banking and Currency, and Coinage, Weights and Measures, and was one of the framers of the Silver law of July 14, 1890, and a conferee on the part of the House. A plan has been prepared by Mr. Walker for reorganization of the banking system of the country, which has been pronounced by able financiers to be an excellent solution of the financial problem. Tufts college has conferred upon Mr. Walker the degree of LL.D.

He is public spirited, patriotic and liberal, a member of the Sons of the Revolution and The American Academy of Political and Social Science, and was one of the promoters of the Natural History camp project and gave it several acres of land on the border of Lake Quinsigamond. He has also given liberally to the Newton Theological Institution, Brown university and Worcester academy, in all of which he is a trustee.

JOSEPH ROBINSON WALKER, merchant and banker, Salt Lake, Utah, probably the most prominent business man in the State, is a native of Yeadon, a small place near Leeds, Yorkshire, Eng., and was born Aug. 29, 1836. The family line is traced back as far as 1700. Matthew Walker, his father, married Mercy Long, while in England, and followed the vocation of merchant and investor until the Spring of 1850, when he brought his whole family, including four sons and two daughters, to America. Landing at New Orleans, the party ascended the Mississippi river to St. Louis and settled there, the head of the family going at once into business. In 1851, during a scourge of cholera, then prevalent, the father and two daughters were carried off by the disease. Joseph R. had received a good practical education for a boy of his age before leaving his native land, and was promising to be of great assistance to his father at the store in St. Louis, when the death of the head of the family proved a terrible blow to the family and interrupted their plans. All four of the boys secured positions in fancy goods and notions stores, however, Joseph R. going into one on Broadway, where he held a place as a bright, active and efficient young clerk for two years. At that time, the fertile regions beyond the plains were attracting much attention, and during that period, the mother and her boys discussed repeatedly the advisability of moving out to the then new Western country. In April, 1852, the decision was made. All of their household effects were disposed of, a strong and specially made wagon was bought, and the family took the long and fatiguing trip over the plains and mountains to Salt Lake, Utah, where they arrived without serious accident, in September, 1852. Upon their arrival, the entire worldly possessions of the family amounted to a small sum of money, four oxen, an Indian pony which had been bought from the Indians *en route* in exchange

for a rifle and some powder, and a steer obtained in the same way from a trader for a keg of powder. The oxen were soon traded for an adobe house and a lot, where the family lived for several months, and later they leased a log house on the spot where now stands their magnificent residence block. Provisions were dear in Salt Lake in 1853, flour soon rising to \$20 a hundred weight, and the Indian pony was traded for 800 lbs. of that commodity, only 400, however, being received.

Until 1856, Joseph R. and his brothers worked during the Winters in hauling wood from the mountains. Meanwhile, however, the Indians had begun to attack the settlements and were killing a great many people, and, among the volunteers who enlisted to help protect the inhabitants of the farming regions near Salt Lake was Joseph R. Walker. When the excitement had apparently subsided, thirteen men—Mr. Walker among the number—were detailed to drive a herd of cattle into Salt Lake city, a distance of eighty miles. The first night out, they took proper precautions against surprise, and the result proved their wisdom. The stockade was attacked during the night by Indians, who made several furious assaults in an effort to stampede the cattle and horses. The foes were beaten off, however, with a loss of five or six of their number, and without having penetrated the corral, although two horses and about twenty of the cattle were shot and one of the white men wounded.

The trading instincts of Mr. Walker prompted him early in his career in Utah to obtain a mule team, a wagon and a stock of dry goods and notions, all on credit, and to begin business on his own account. Early training then proved of value to him, and this, combined with unusual talent and address, made him successful from the start. The entire outfit was paid for within a few months. From that time forward, his progress was rapid.

In 1856, Mr. Walker started for California and in 1857 settled in Carson Valley, as clerk for a trader, and later built a store in Gold Cañon in a placer gold mining camp named Johnstown, near the afterward famous Comstock ledge. Here he found occupation and profit in a large trade and the exchange of goods for gold dust with the miners.

In August, 1858, about the time war was declared against the Mormons by the Federal government, Mr. Walker returned to Utah. Gen. Albert Sydney Johnston had established a camp of United States troops at Camp Floyd, about fifty miles from Salt Lake, and Mr. Walker, repairing to that locality, served as a clerk long enough to gain an accurate idea of the situation, and then with his three brothers opened a store at Camp Floyd with a general stock of dry goods, groceries, cigars and other merchandise, bought in Salt Lake on credit at 60 per cent. advance on first cost with 30 cents more per pound added for freight. The first year, the brothers made a profit of \$20,000. Meanwhile, in 1859, the Walker Bro's had opened a large general store and bank in Salt Lake, and this business has been carried on successfully to the present day, although the four brothers dissolved partnership in 1884. As at Camp Floyd, banking has always been carried on in addition to the general business. As an illustration of the difficulties the merchants of Utah labored under in the early times, it may be stated that when in 1864 Mr. Walker went to New York city and bought a stock of goods worth \$250,000, he had to pay fifteen to twenty cents a pound for freight and found it impossible to obtain insurance, and the goods had cost the sum of \$350,000 when delivered in Utah.

Mr. Walker has always been a merchant and banker, but is now largely interested in mines and real estate in Utah and California. The first stamp mill in Utah was built by him and his brothers in the Ophir district. He is a member of The Walker Bro's Dry Goods Co., an immense concern now composed of Matthew H. and Joseph R. Walker, and is a member of Walker Bro's, bankers, Joseph R. and Matthew H. Walker being the partners; president of The Alice Gold & Silver Mining Co. of Walkerville, Mont., and extensively interested in mines and other enterprises. While deriving great pleasure from the management of large interests, he is a lover of home and family. He contributes liberally to worthy objects and promotes all measures calculated to advance the welfare of the community in which he lives. He is a strong, genial, capable man, untiring in labor, alert to opportunity, a man of ideas and always sound in counsel. He is not a politician but a business man, but takes the lively interest in public affairs which every American citizen must feel.

Dec. 18, 1859, Mr. Walker married Miss Mary A. Carson of Fairfield, Utah, a native of Adams county, Ill., whose parents were among the early settlers of Salt Lake valley. The five children now living are Mary A., wife of M. J. Cheesman of Salt Lake; Joseph Robinson, married to Miss Margaret B. Jones of San Francisco; Charles A., Albert Edmund and George Raymond. Three of the children of Mr. and Mrs. Walker have passed away.

THEOPHILUS WHEELER WALKER, manufacturer, Waltham, Mass., son of the Rev. Samuel Walker and of English ancestry, was born in South Danvers, Mass., Feb. 22, 1813, and died, April 15, 1890, at his home in Waltham. His mother was Sophia Wheeler of Worcester. Mr. Walker had many of the sterling qualities of his Puritan ancestors. Selecting his own occupation, he went to work first as clerk for Charles Brooks & Co., a leading hardware firm of Boston. One day, when eighteen years of age, he learned of an opportunity to buy a stock of hardware at bankrupt sale, and securing the endorsement of his notes by Deacon John C. Proctor, an intimate friend of his father, and his uncle, Moses Wheeler, Mr. Walker bought the hardware and with much pride engaged in business on his own account. His brother, Nathaniel, first his clerk, was afterward his partner, under the name of Walker & Bro., the firm rising to a strong position among the leading hardware merchants of Boston. Later, they became agents of The Essex Glue Co. Mr. Walker finally invested a portion of his means in the bark *Sophia Walker*, so named in honor of his mother, and during the emigration to California he was the owner of several of the finest clippers which sailed from Boston. Large profits were made in the early fifties in ships, but Mr. Walker foresaw the decline of this interest and retired from the sea. He therefore sold his vessels, and with E. W. Upton built The Danvers Bleachery & Dye Works. He was largely interested in cotton and woolen factories and had a large ownership in a mill at North Vassalborough, the Victoria Mills in Newburyport, and the Annisquam Mills at Rockport, and was for twenty-five years president and controlling owner of the Androscoggin Mills. Mr. Walker was never married. He owned and lived for thirty-five years upon the Governor Gore estate in Waltham. A fortune of several millions was left by his will to his nieces Harriet S. Walker and Mary S. Walker of Waltham: Mme. Annie de Bloney, wife of William de Bloney of Nice, France; Mrs. Amy Gore Iasigi, wife of Oscar Iasigi of Boston; and his nephew Grant Walker of Boston.

THOMAS BARLOW WALKER, manufacturer and philanthropist, born in Xenia, O., Feb. 1, 1840, is of English descent and a son of Platt Baylis Walker, a native of New Jersey and a man of unusual vigor and character. The senior Walker became a prosperous merchant in Xenia, but promoted various enterprises in several States and lost several fortunes. He repeatedly resumed mercantile pursuits in Xenia, and in that line of activity was always successful. In 1849, he organized a company of forty-six men for the overland trip to California and supplied the outfit, but *en route* the company was attacked with cholera. Those who were stricken down were deserted in terror by every survivor except Mr. Walker, who nobly remained with several of the sick men until they died. Seeking finally to overtake the party on horseback, Mr. Walker died under a tree by the wayside near Westport, Mo., and was there buried.

Thomas B. Walker was a village boy, expert with the gun and rifle and at the game of checkers, thinking much of sport and little of work until the age of sixteen, when he moved, with his family, to Berea, O. The serious side of life then claimed attention, and Thomas toiled with axe and maul in cutting fire wood and hard wood lumber for spokes, bowls and blocks. In these labors, he was so successful as to be able to give employment to many students of Berea college. Meanwhile, he gained an education, partly at Baldwin university, in Berea, but mainly by the persistent use of spare hours, which he devoted to his books. Books have been his constant companions all his life. He also travelled as a salesman for manufacturers in Berea; and at Paris, Ill., after working at the painter's trade, he took a contract to supply the railroad with ties and cord wood, employing from forty to eighty men in a lumber camp for a year and a half.

When the Civil War broke out, Mr. Walker joined two artillery companies in succession, but neither was sent to the front, and he then joined a third at Lowell, Mich., but this also was not called for until long afterward. Unoccupied, he then sought employment in Michigan, but being unable to find it, he applied at the State university of Wisconsin. The Dean greatly desired his services in mathematics, but the board had no money to pay an assistant. Pressing northward, Mr. Walker finally reached Minneapolis, which has ever since been his home. There he engaged in surveys and spent a Winter of hard study upon law books. Dec. 19, 1863, at Berea, he was united in marriage to Harriet G., daughter of the Hon. Fletcher Hulett.

Mr. Walker has always been an active influence in his city and State and promoter of many important enterprises. For several years, he was employed in government and railroad surveys and thereby became acquainted with the value of the vast unlocated pine forests of Minnesota. In 1868, he succeeded in interesting men of wealth to invest jointly for his and their benefit in the pine timber lands, and afterward engaged with the same men in the lumber trade and turned large amounts of the standing timber into logs and lumber, from which he paid for his share in the investments. His holdings are now estimated to be more than 200,000 acres. He is managing partner of the firm of Walker & Akeley of Minneapolis, who are extensively engaged in the sale of timber, logs and lumber; president of The Red River Lumber Co., with mills at Crookston, Minn., and Grand Forks, N. D.; and at the head of The St. Louis Park Syndicate, which is building a suburban city on the boundary of Minneapolis. The company has laid out about twelve thousand lots and there are various large factories, a fine electric railway, business houses, and nearly two hundred residences on this



F. B. Walker

property. He was also for several years president of The Flour City National Bank. It was Mr. Walker who constructed the Minneapolis central city market, one of the finest in America, but recently destroyed by fire. With B. F. Nelson and his son, Gilbert Walker, he is an owner of The Hennepin Paper Co., and is engaged in many other enterprises, devoted to building up Minneapolis. He organized The Business Men's Union some years ago, which has had great influence in the development of the city. Through Mr. Walker's instrumentality and many years of work, the old Athenæum Library Association was developed into the Public Library, which stands now third or fourth in circulation among those of the cities in this country. He has been presiding officer of the board since its organization in 1885, and was for fifteen years previous to that managing director of the old Athenæum.

While Mr. Walker is a strong Republican, it is interesting to note, that when a vote was taken by a Democratic newspaper in Minneapolis for the citizen most popular and in best standing among the people, Mr. Walker received over a thousand more votes than any one else. Mr. Walker possesses what is considered the finest private art collection in the Northwest and a large library of books, which he finds time to use daily, although he probably devotes more time to close, hard business work than any other man in Minneapolis. He is a firm believer in a protective tariff.

Mr. Walker's married life has been a happy one. Of his eight children, seven survive. Noted for philanthropic spirit, Mr. Walker is expected always to head the list in all subscriptions for charitable purposes or for the building up of his adopted city, and his active personal efforts and large expenditures for relief at the time of the grasshopper visitation are historic. Beginning his career under difficulties, he has worked his way to the first rank among educated, self made men. He has large wealth, good judgment, liberality and public spirit, and is a conspicuous example of what the American youth can accomplish by intelligent and persistent work and hard study.

WILLIAM A. WALKER, jr., lawyer, born at Elyton, Ala., in 1845, is one of a group of active spirits who have created the thriving city of Birmingham, a mile from Mr. Walker's birth place. He taught school one year in early life, studied law and was admitted to practice at the age of twenty-two. He is now a member of the law firm of Hewitt, Walker & Porter, in Birmingham, who enjoy the most remunerative practice in Northern Alabama. Mr. Walker inherited a large estate in land from his father in and near Birmingham and has seen this property grow in value enormously. He is a stockholder and director in The First National Bank and owns stock in several other Birmingham corporations, including The Birmingham Railway & Electric Co., of which he is vice president.

EBENEZER GOWELL WALLACE, tanner, Rochester, N. H., was a native of Berwick, Me., Jan. 5, 1823, and died, Aug. 23, 1893, in Rochester. He was a son of Linzey Wallace, farmer and Justice of the Peace, and of Abigail Gowell, his wife. The pioneers of the Wallace family came from the north of Ireland and settled first at Colerain, Mass. Winter study in country schools and Summer labors on the farm employed Mr. Wallace's time while a lad, and he then became tanner's apprentice to Oliver Hill in Berwick for three years, finishing his education after that at the academy in Exeter, N. H. In 1849, Mr. Wallace joined in the rush to California, where he spent three years. Returning to New Hampshire, he entered a tannery in Concord, N. H., and a year later bought a tannery in Rochester, N. H., and in that town spent

the remainder of his life. A twin brother, Edwin, became his partner, under the title of E. G. & E. Wallace, and from that day, Mr. Wallace was actively engaged in the industry and a very successful man. About 1862, a large manufacture of boots and shoes was undertaken. Mr. Wallace was devoted to business pursuits, and usually arrived at the office before everyone else and remained until the others had departed. He was a director in The Page Belting Co., The Great Falls & Conway Railroad, The Portland & Rochester Railroad, The Great Falls Manufacturing Co., and The Rochester Water Co., and a special partner with H. W. Wadleigh in Boston, Mass. He served twice in the New Hampshire Legislature, 1867-68. May 4, 1853, Mr. Wallace married Sarah E. Greenfield of Rochester. One son, H. Ernest, died in 1874, but five children are living, Albert and Sumner; Carrie, wife of Charles E. Hussey, Wakefield, Mass.; Josephine, wife of Dr. R. N. Sweet, and Miss Annie. Mr. Wallace was a sterling man, and left an example of honesty, goodness, and fine business management, well worthy of imitation.

JAMES FEATHERSTON WALLACE, manufacturer, born, July 3, 1822, in Castle-town, Dellvale, County West Meath, Ireland, died in New York, Feb. 16, 1894. He was the son of James and Mary Featherston Wallace, owners of a stock farm, and of Scotch and Irish parentage. On his father's side, he traced descent from the Irish branch of the Wallace family of Scotland and on his mother's side from an old Irish family by the name of Featherston.

Educated first in the local district school near Castletown, he was sent afterward to Dublin in pursuance of the wish of his parents, who saw in him a character of great promise and desired that he might enter the church. He preferred a life of action, however, set his mind upon the new world, and started for New York. Trying everything which presented itself, the young man worked along for a time on a very limited capital, but did not meet with success until he had formed a partnership with James Aspell in the rectifying and distilling business. While he prospered in this industry, he found Mr. Aspell too conservative and dissolved the partnership to operate on his own independent account. Within a few years, he had become the owner of distilleries in New York city, New Brunswick and Jersey City, N. J., and Joliet, Ill., making his residence in these places, from time to time, as the business required.

It was while engaged in this business that Mr. Wallace saw large profits in sugar refining, and he erected a large refinery in the city of Brooklyn, N. Y. The distillery plants occupied the greater part of his time, however, and he finally formed a partnership with Casper Schumacker and conducted his sugar refining industry under the name of Wallace & Schumacker, having offices at 64 Wall street, New York. His judgment proved so accurate and his energy so great, that the sugar refining business assumed greater proportions than he had expected and soon came to require his entire attention. Thereupon, he sold each of his distilleries.

In 1872, the sugar refinery was destroyed by fire and Mr. Wallace retired from business with large means. He attempted to enjoy the leisure then at command, but found few attractions in indolent ease. As a result, he reappeared in the business world in the management of real estate, buying property in the city with good judgment, selling when he could do so to advantage, but steadily increasing his own holdings.

When his sons left college, Mr. Wallace found them inclined to a business career, and for their benefit he improved an opportunity which presented itself and purchased

the old Milbank brewery when it was doing a business of 5,000 barrels a year. Through his energy, guidance, good advice and perfect business methods, the young firm soon increased the trade to 45,000 barrels a year, and were forced to erect a large ale brewery, which they established in Cherry street, soon erecting a large beer brewery also. Besides the interest which Mr. Wallace held in the brewery, he owned a large property in many other companies and continued successfully his real estate speculations. He was identified with insurance companies and banks as a director and gave generously to charitable institutions, with some of which he was connected.

Political office he never would take, although a strong Democrat, and although, owing to his ability, means and influence, certain to have been elected to important office if he had consented to accept the nomination. He was vice president of The Old Star Fire Insurance Co., one of the oldest members of the Produce Exchange, the Democratic club and The Metropolitan Museum of Art, and one of the vice presidents of The Business Men's Democratic club, and a member of the St. Patrick's Society and the Blooming Grove Gun club. To his generous nature, many business men of New York city owe their start in life.

He was married, April 12, 1852, to Sarah A. Gillen, daughter of one of the old merchants of New York city. Seven children were born to him, three of whom survived their father: Thomas P. Wallace, president of the brewing company; Mary A., wife of Capt. Lionel F. A. Barlow, of the Royal Berkshire regiment of England; and George William Wallace, a lawyer of New York city.

An old volume of the history of New York found by one of the family in his library gave the name of Mr. Wallace as one of the trustees of St. Luke's Home in the year 1848, showing that, although a young man, his advice and judgment were appreciated. In manner, he was reserved. He was fond of business pursuits and familiar with many different industries, and well informed on subjects political and financial. His gifts to charity were generous but unostentatious. He spent his Summers sometimes in Europe and at other times at resorts in the vicinity of New York.

RODNEY WALLACE, merchant and manufacturer, Fitchburg, Mass., a self made man, was born in New Ipswich, N. H., Dec. 21, 1823, and boasts a patriotic ancestry, his forbears on both sides having been soldiers of the American Revolution. Lessons in the public school and labor upon a farm strengthened him for the battle of life, and he toiled upon a salary until the age of twenty-nine. Removing to Fitchburg, Mass., with modest savings, for eleven years he conducted a wholesale trade in books and stationery. Since 1865, he has been a merchant of paper stock, a manufacturer of paper, an investor in corporations, and exceedingly successful in every venture. Among his trusts are those of director in The Fitchburg Railroad, The Fitchburg National Bank, The Fitchburg Savings Bank, The Parkhill Manufacturing Co., The Putnam Machine Co., and The Fitchburg Gas & Electric Co., and a trustee of Smith college. Mr. Wallace was married, Dec. 1, 1853, to Sophia Ingalls, of Rindge, N. H., who died June 20, 1871, and on Dec. 28, 1876, was again married to Sophia F. Bailey of Woodstock, Vt. He has two sons, Herbert I. and George R. Wallace. His public life includes service as Selectman of Fitchburg, a representative in the State Legislature, State Councillor, and a member of Congress, 1889-91. He is a Republican in politics, a man of high character, and one of the leading citizens of his town.

WILLIAM THOMPSON WALTERS, financier, Baltimore, Md., born in Liverpool, Pa., May 23, 1820, son of Henry Walters, a Scotch-Irish merchant and banker, died in Baltimore, Nov. 22, 1894. Having fitted himself for civil engineering in the University of Pennsylvania, Mr. Walters spent his first year of action in surveying railroad lines and locating coal mines, and finally, taking charge of an iron furnace in Lycoming county, Pa., was the first man to use mineral coal in smelting iron. In 1841, he located in Baltimore as a commission merchant of Pennsylvania produce, and under the auspices of his father developed a large trade. In 1847, he founded the wine importing firm of William T. Walters & Co., and in this house acquired considerable wealth. His fortune was subsequently increased by promoting steamship and railroad lines to the South. Of the company which operated the first line of steamers from Baltimore to Savannah, Mr. Walters was the first president, and he had an interest in every other line. After the Civil War, Mr. Walters aided to re-establish the Atlantic coast lines and was at the head of the system. He was also a director of The Northern Central Railroad, vice president of The Safe Deposit & Trust Co., and officer of several other corporations. In 1861, Mr. Walters visited Europe for four years and began a notable collection of pictures and works of art, which in later years he generously opened for public inspection on certain afternoons, each month. His discrimination and interest in art led to his election as trustee of the Corcoran Art Gallery and Peabody Institute and The Metropolitan Museum of Art of New York. Four bronze statues were presented by him to the city of Baltimore. Henry Walters, his son, born in Baltimore, Sept. 26, 1849, has succeeded to many of his father's trusts, and is regarded as a competent railroad manager.

JOSEPH WALTON, coal operator, Allegheny, Pa., who died in that city, Dec. 24, 1892, was born, March 24, 1826, in Westmoreland county, Pa., son of a millwright and builder, and grandson of George Walton, Signer of the Declaration of Independence. Employed first as a woodwright, he undertook the building of saw mills near Cincinnati at the age of nineteen. Judge Heath took a fancy to the young man and employed him in the lumber business, finally leaving to him the entire management. Mr. Walton made his home in Pittsburgh in 1848, and in 1856 engaged in operations in coal. He bought the lands, opened the shafts, directed all the details of mining, handled fleets of river barges which transported the coal to the markets, and built and manned several towing steamboats. Of powerful physique and great force of mind, he managed an extended trade with courage, coolness and energy. The United States government awarded to his firm of Joseph Walton & Co. in War times the largest contract for coal ever given to a single concern. As an illustration of the magnitude of their operations, it may be said that more than once they shipped 5,000,000 bushels of coal at one time. Mr. Walton held the position of president of The Farmers' Deposit National Bank in Pittsburgh from Aug. 4, 1880, until his death. He was one of the organizers of The National Bank of Birmingham and The Pittsburgh, Virginia & Charleston Railroad and a director in various banks and institutions. A Methodist in creed, and in politics a Republican, he was fond of public topics and was elected to the Legislature in 1876, and for twenty-four years was a member of the School Board of Allegheny City. Six children survived him—John F. Walton; Clara W., wife of Thomas McK. Cook; Ida W., wife of James W. Scully; Nellie W., wife of James Wood; Samuel B. and Alice F. Walton.

JOHN WANAMAKER, merchant, born in Philadelphia, July 11, 1838, is a grandson of a New Jersey farmer and a son of a brick manufacturer. He began life at the age of fourteen in Philadelphia at a salary of \$1.50 a week, as errand boy in a book store. The family moved to Indiana afterward, but returned in 1856, and Mr. Wanamaker became a salesman in a retail clothing store. Upon the day of the firing upon Fort Sumter, he opened a small retail clothing store in Philadelphia, in partnership with Nathan Brown, their joint capital being \$3,500. The business is continued to this day under the name of Wanamaker & Brown and is one of the largest of its class in the United States. In 1869, the now great general department store of John Wanamaker was established as a separate enterprise on Chestnut street, but was moved in 1876 into the old Pennsylvania Railroad freight depot on Market street. The success of this enterprise has been marvellous, the sales now amounting to between \$12,000,000 and \$15,000,000 yearly, while from 2,000 to 5,000 employes are required, according to the season of the year. Mr. Wanamaker has always been a persistent and daring advertiser. He was a member of the Finance Committee of the Centennial Exposition and served also as Postmaster General under President Harrison. He is a member of the Union League club and active in religious work.

DAVID WARD, M.D., land proprietor, Detroit, Mich., formerly a resident of Pontiac, Mich., has during the last fifteen years made his home in Detroit. He is a son of Nathan Ward, a native of Vermont and from 1815 to 1837 land agent for Peter, father of Gerrit Smith. Born in Keene, Essex county, N. Y., Sept. 15, 1822, David Ward studied medicine in Michigan university, graduating as a physician. School teaching was resorted to as a temporary means of support and was followed by land surveying and exploring, and then by the purchase and sale of timber lands, and he has been occupied with the latter business for forty-five years. He has also bought coal and iron lands and for thirty years has been a lumberman. So large are his holdings that, within recent years, a standard gauge railroad has been built by Mr. Ward for 150 miles through his own land. Operators in Michigan yield to Mr. Ward the palm of being one of the boldest buyers in the State. He is an accurate judge of property, possesses great capacity for work and is incisive, clean and honest in his methods. Mr. Ward is connected with no corporations, owns no stocks of any kind, and owes no man a dollar of money, but cheerfully admits that he does owe to many men gratitude for good will, friendship and forbearance. Books have been his only source of recreation, outside of business pursuits, from childhood.

EBER BROCK WARD, financier, Detroit, Mich., born in New Hamburg, Upper Canada, Dec. 25, 1811, died, Jan. 2, 1875, in Detroit, from apoplexy, while on the way from the City Hall. Eber and Sally Potter Ward, his parents, were natives of Vermont and moved to the West in 1810. Early in 1812, the family located at Newport, now known as Marine City, and for many years the father had charge of the light houses at Fort Gratiot, near the Straits of Mackinac. The boyhood of Eber B. Ward was spent in trapping, fishing, sailing, and attendance at the rudest of common schools.

In 1834, Samuel Ward, an uncle, opened a ship yard at what is now Marine City, which for twenty-five years was actively employed by the Ward family. Their first vessel was a small schooner, the *General Harrison*, in which vessel Eber sailed as one-fourth owner and captain, and in which, losing all he had except his life, he was wrecked near the site of the present iron and steel plant in South Chicago, which in later years

grew out of Captain Ward's enterprise. The maritime interests of Captain Ward and his uncle increased year by year, until twenty vessels carried their flag, and the steamers of Ward's Detroit & Lake Superior line reached every port on the lakes. No one person, unless possibly the late William B. Ogden, ever did more than Captain Ward in promoting the improvement of harbors and the development of the Northwest.

In 1847, a forge was built at the mouth of Carp river for the making of blooms from Marquette iron ore, and the first iron from this forge Captain Ward had made into a walking beam for the passenger steamer *Ocean*, and from that day he was largely interested in the mining of iron and the manufacture of iron and steel. Under his direction, a Bessemer steel plant was erected at Wyandotte, Mich., and railroad bars, among the first in America, were rolled, May 24, 1865, at the North Chicago rolling mill, another of his enterprises. It can be said of him—and of few, if any other man of his time—that he owned or controlled the mines, the vessels, the furnaces, the Bessemer steel works, and the rolling mill which fashioned the ingots into railroad bars. He also owned nearly 70,000 acres of timber lands and a lumber plant at Ludington, Mich., and was president of The Flint & Pere Marquette Railroad, a stockholder in The Silver Islet Mining Co., and in silver mines, plate glass works and numerous other enterprises. His various properties aggregated many million dollars in value.

No story of his life would be complete without mention of his sister, Emily, his companion and adviser, trusted above all others from the earliest days of boyhood. "Aunt Emily" was almost as well known in Michigan as he. Emily Ward was a grand woman, and practiced the teachings of the Sermon on the Mount until her death.

Captain Ward was a Republican in politics, a good speaker and entertaining in conversation, and, while plain in appearance, always attracted attention. Married in 1837 to Miss Mary McQueen of Newport, he became the father of seven children, five of whom survived him. Losing his wife by death, he married Miss Catharine Lyon of Conneaut, O., and by her had two children, both now living.

MARCUS LAWRENCE WARD, manufacturer and once Governor of New Jersey, born, Nov. 9, 1812, in Newark, N. J., died at his home in that city, April 25, 1884. Governor Ward was the descendant of an old New Jersey family, his ancestors having been among the first settlers of Newark in 1666. After receiving an education in the first schools of the city, he joined his father, Moses Ward, in manufacturing and mercantile pursuits, continuing his interests therein until the breaking out of the Civil War in 1861. The struggle to save the Union caused him to abandon business for the purpose of devoting his time to the amelioration of the sufferings and privations of the soldiers and their families. During his mercantile career, he had become interested in many of the prominent financial and other institutions of the city and invested largely in real estate. He was the first president of The Newark Industrial Institute; trustee of Newark academy; director in The Mutual Benefit Life Insurance Co., The Newark Gas Light Co., The Newark Fire Insurance Co., and The Germania Fire Insurance Co. of New York; treasurer of The New Jersey Home for Disabled Soldiers; and also identified with numerous other trusts and institutions. Early in life, he married Miss Susan Longworth Morris, whose ancestor was one of the first settlers of New Jersey.

Originally a Whig in politics, Governor Ward became a Republican in 1856 and continued an earnest member of that party until his death. During the Civil War, loyalty to the Union and devoted interest to the welfare of the volunteers earned for

him the title of "the Soldiers' Friend." In founding and maintaining a United States hospital at Newark, which the Government named in his honor The Ward U. S. General Hospital, he was especially active. At the close of the War, largely through his instrumentality, the State of New Jersey established a Home for Disabled Soldiers, the first State institution of its kind, and appointed him one of the managers, which position he retained, together with that of treasurer, until his death. To the care and well being of its inmates, much of his time was given.

In 1860, he sat in the National Republican Convention as a delegate and in that of 1864 as a delegate at large, being nominated in 1864 also for Presidential Elector. He also became a member of the National Republican Committee and in 1866 was chosen its chairman.

In 1862, the Republican party of New Jersey nominated him for Governor, but could not elect him. In 1865, they both nominated and elected him. His administration was characterized by important results, among them being the passage of the Public School act, the reformation of abuses in the management of the State Prison, the settlement of the riparian rights of the State and the establishment of The Home for Disabled Soldiers.

In 1872, Governor Ward was sent to Congress by nearly 5,000 majority, but two years later was defeated for re-election. The President tendered him the position of Commissioner of Indian Affairs, but he declined. His wife and two sons survived him.

WILLIAM G. WARDEN, oil producer, Philadelphia, Pa., a native of Pittsburgh, in that State, who died in Germantown, Pa., April 9, 1895, at the age of sixty-four, made his appearance in the business world as manager of coal mines, belonging to his father in law, Daniel Bushnell, but it was in the petroleum business that he made his largest success. Forming the partnership of Warden, Frew & Co., he operated on a continually increasing scale until, with The Standard Oil Co., this firm practically controlled oil refining in the United States. His interests were merged in The Standard Oil Co. eventually, and for several years Mr. Warden was a trustee and member of the executive committee of the company. Mr. Warden managed The Atlantic Refining Co. in Philadelphia as its president until his death. The United Gas Improvement Co., capital \$10,000,000, was organized by him a few years ago as president, to own and control the local gas plants of about thirty-five cities, and he was also president of The Spring Garden Insurance Co., a director of The International Navigation Co., president and practical owner of The Warden Manufacturing Co. (steam boilers and tanks), and owner of a large amount of local real estate and stock in factories. He also held much property in St. Augustine, Fla., where his Improvement Co. practically rebuilt that part of the city occupied by the colored people. His remarkable success in the accumulation of wealth was due to promptness, integrity and personal enterprise. A fortune of several millions was left to his widow, five sons and seven daughters.

BENJAMIN HEAD WARDER, manufacturer, Springfield, O., son of Jeremiah and Ann Aston Warder, born, Nov. 15, 1824, at Woodside, near Germantown, Pa., died in Cairo, Egypt, Jan. 13, 1894. Jeremiah Warder was a commission merchant and importer in Philadelphia, and was of English descent and a Friend; in 1830, he removed to Springfield, O., where he had acquired a large amount of land.

Benjamin Warder received in Springfield seminary the teaching of Milo Williams, Oliver Prescott, Chandler Robbins, Gen. Ormsby Mitchell and other men of more than

local reputation, and later attended Cincinnati college. For a time he read law in Springfield, and then owing to failing health joined his father in operating the historic old grist and saw mills on the bank of Lagonda creek, first operated by Simon Kenton, the pioneer Indian fighter. The management soon devolved upon Benjamin Warder and his brothers. In 1850, a partnership was formed by Mr. Warder for making farm implements and reaping and mowing machines. That concern has continued in business without interruption to the present day, and eventually developed into the corporation of The Warder, Bushnell & Glessner Co. of Springfield and Chicago, capital \$3,000,000, Mr. Warder president. Springfield's growth from a country village to its present prominence as an industrial center, is in large part due to the genius of this one man. Mr. Warder was president of The First National Bank and interested in the street railroads, gas companies and other enterprises of his native town.

In December, 1867, he married Ellen N. Ormsbee, also of Springfield, and five children were born of the union, a son and four daughters. Mrs. Warder and three daughters survive. In 1884, Mr. Warder began to spend the Winters in Washington, D. C., and in 1887 took his family there permanently. In Washington, he built several hundred dwellings and held stock in several banks and other financial institutions. During the Civil War, Mr. Warder gave an instance of unselfish patriotism by serving as Lieutenant in a company, of which the foreman of a department in his factory was Captain. Although always public spirited, Mr. Warder never held public office. He was a gentleman in every sense of the word, tall and fine looking, courteous, dignified, kindly in manner and speech, quick and decisive in character, but always considerate of others and exceedingly generous, and the superb gift to his native town of the Warder Public Library building preserves his name in grateful memory.

WILLIAM S. WARFIELD, merchant, Quincy, Ill., born in Uniontown, O., April 24, 1836, of English lineage, is a son of John Warfield, a Quaker farmer. The father of the family moved into Ohio from Maryland. A boyhood in the uneventful toil of a farm was followed in the case of the subject of this notice by an experiment in the grocery business in Bridgeport O., undertaken with a little money Mr. Warfield had saved and a little more given him by his father. Mr. Warfield soon saw the advantages of a larger field of action and in 1866 moved to Quincy, Ill., where he continued the grocery trade with much success. Affairs have now been put into the hands of The Warfield Grocery Co., which transacts a profitable business. With the good sense, which is a marked trait of his nature, Mr. Warfield has applied his savings to the betterment of the city, and he is president and a large owner of The Quincy Electric Railway and The First National Bank, and interested in The Wellman & Dwire Tobacco Co. and local improvements in real estate.

EZRA J. WARNER, merchant, Chicago, Ill., descends from Joseph Warner, a native and colonial resident of Walpole, N. H. Joseph's son Joseph, born in Walpole, in 1765, married Asenath Little, became a merchant and magistrate of Sudbury, Vt., and died at the State capital, while a member of the Legislature; while Joseph, son of the latter, was a prosperous banker in Middlebury, Vt., for thirty years, a State Senator, and husband of Jane Meech, daughter of Judge Ezra Meech, of Shelburne, Vt., the largest landowner and largest man in New England, being six feet five inches in height and weighing three hundred and sixty-five pounds, a Jackson Democrat and a Congressman. Ezra J. Warner, born in Middlebury, Vt., March 8, 1841, youngest

of the three children of Joseph and Jane Meech Warner, graduated from Middlebury college in 1861, valedictorian of his class, and then spent some time in Wisconsin, looking after property owned by his father and studying law. A visit to Chicago in 1862, ended in an engagement with Sprague & Stetson, grocers, and led to the purchase of the interest of Mr. Stetson. O. S. A. Sprague joined the firm the next year, and for more than thirty years the wholesale house of Sprague, Warner & Co., has existed and prospered without change of name or personnel. Mr. Warner took charge of the finances of the firm and they now employ five hundred persons in Chicago and sell their merchandise from Ohio to the Pacific ocean. There is a branch house in Denver, Colo., and the firm own a large interest in The Batavia Preserving Co., with factories in Batavia, Brockport and Middleport, N. Y. It is claimed that Sprague, Warner & Co., now transact a larger business annually than any other wholesale grocery house in the United States. Mr. Warner is chairman of The Liverpool, London & Globe Insurance Co., and a trustee of Lake Forest university. He is a Republican, a Presbyterian, and a genial, firm, conscientious, practical, social and dignified man. His wife is Jane Remsen of Vermont and three sons and two daughters of their six children are living.

JOHN WARNER, Clinton, Ill., born in Rockingham county, Va., July 24, 1819, is a son of David Warner of Berks county, Pa., a German by descent, and of his wife, Catharine Ketner, of Welsh parentage. John Warner was educated in country schools, and, until eighteen years old, worked on a farm, and after that taught school and served as clerk in a store. The financial crisis of 1837 deprived him of employment. He then studied medicine with Drs. Wyman and Carmean in Anderson, Ind., again teaching school in the Winter seasons. In 1840, he was married to Miss S. A. Gardiner and in 1841 settled in Clinton, Ill., as a merchant and real estate dealer, serving also in 1848-50 as clerk of the Circuit Court. During the War to save the Union, he enlisted as Major of the 41st Ill. and was promoted to Lieutenant-Colonel at Shiloh. Clinton sent him to the Legislature in 1864. Sept. 1, 1867, with Lawrence Weldon and Henry Magill, he established the first bank in De Witt county and is now devoted to banking and realty. In 1874, Mr. Warner was married, a second time, to Miss Isabelle Robinson.

JOSEPH MABBET WARREN, manufacturer of stoves, is one of the present representatives of a leading family of Troy, N. Y., which has produced many notable members. He was born in Troy, Jan. 28, 1813, and is a son of the late Stephen Warren, youngest of three brothers, born in Norwalk, Conn., whose enterprise led originally to the settlement of the whole family in Troy. Stephen Warren was a merchant, at one time member of the State Assembly, and once had the honor to serve as a Presidential Elector.

The name of this family was originally spelled Waring, and their line is traceable back through the history of the United States and England, as far at least as the time of Queen Mary I. During the reign of that sovereign, the Warings removed from England to the North of Ireland in order to escape the charge of being heretics. Richard Waring, of this family, with other bold and enterprising spirits, sought freedom to worship God in the wilderness of New England in 1654, and became one of the original proprietors of Brookhaven on Long Island, where he stoutly disputed with the Dutch the possession of that country. His name appeared in a deed, dated 1655, by which he transferred to his son, Edmond, a tract of land in Huntington, L. I. Edmond Waring, who removed to Norwalk, Conn., in 1703, spelled his name Waren and Warin,



J. M. W. 1877

and his descendants made it Warren. Sir Peter Warren (Waring before he was knighted), a member of the English branch of the family, lived in New York city before the American Revolution and held commissions as commodore and admiral in the British navy. Warren street in New York, so named in his honor, was an avenue leading to his country residence. The genealogical records of the Warren family are virtually complete, and it is due to this fact that there has been preserved the story of the circumstances which led to the planting of the family in Troy. Eliakim Warren of Norwalk, Conn., a merchant and grandson of Edmond, was a son of Eliakim and Ann Reed Warren. His maternal grandfather, John Reed, had been an officer in Cromwell's army and compelled to take refuge in New England at the Restoration. Eliakim Warren was a God fearing man, who had inherited not only the intense religious devotion but the sound sense and enterprise of his family. Having built a vessel for the West Indies and coasting trades, he named it *The Three Brothers* as a compliment to his sons, Esaias, Nathan and Stephen, and it was upon one of the return voyages of this little ship that it landed and sold a cargo of merchandise in Albany. Troy, then a thriving village at the head of navigation, powerfully attracted Mr. Warren's attention, and, discovering its opportunities after careful investigation, he decided with characteristic promptitude to remove his family thither, and bought a desirable lot upon which to build his home. His wife, Phoebe, a daughter of Esaias Bouton of Norwalk, whom he had married in 1771, was astounded at her husband's decision, and it is recorded that she asked if he had taken leave of his senses. Although apparently not entirely satisfied with his answer at the time, she became fully satisfied afterward, and the prosperity which followed the removal to Troy finally gave the family cause for life long congratulation. Mr. Warren engaged in mercantile pursuits in Troy, and had the satisfaction of living to see his family become one of the most influential in a community, whose prosperity was in part due to his efforts, and Mrs. Warren conceived in 1812, founded in 1815, and carried on for twenty years, a Saturday sewing school for the children of the poor, which, after her death, grew into a more important institution.

Eliakim Warren, long a dissenter, returned to the Church of England after the awakening which followed the labors of Wesley and others and became the founder of St. Paul's Episcopal church in Troy, and the Warren scholarship in the General Theological seminary. He was a man of strong personal qualities and lovable character and, in his day, Troy's most worthy citizen. He died Sept. 4, 1824, and his wife Jan. 17, 1835. Their sons, Esaias, Nathan and Stephen, followed their father as merchants and business men, and each became successful in his field of effort and all influential in advancing the interests of the city. They promoted and were connected with The Troy Savings Bank and other financial institutions, The Troy Female Seminary, various companies for the construction of good turnpike roads into the surrounding country, the local water works, The Troy Hydraulic Company, The Rensselaer & Saratoga Railroad, and many other enterprises for the development of Troy. They also assisted in founding Trinity college in Connecticut. Three of this family have been Mayors of Troy and four of them presidents of banks.

Joseph M. Warren had the advantage in his youth of the devotion of capable, refined, and spiritual parents. He was educated first in Troy at the common schools, and then matriculated at Trinity college in Hartford, Conn., from which he graduated in 1832. Although large opportunities were opened to him at home, the youth made his

first venture in life in New York city and served as clerk with a dry goods firm there for a short time. But his parents wished that he might be with them in Troy, and in the following year he returned to his native city and engaged first in the grocery business. In 1835, he entered upon the more important vocation of a merchant of hardware and iron, which has ever since occupied his attention. He began by buying the business of his brother's firm of Hart, Leslie & Warren, which had been founded in 1809, and reorganized it as J. M. Warren & Co., and has for sixty years conducted business under this style. Mr. Warren is in the old firm a large manufacturer. Other enterprises in Troy have, however, attracted some of his attention. He was president of the old Bank of Troy, which was finally merged into The United National Bank, and has long been vice president of the latter institution. He is a director of the Rensselaer Polytechnic Institute, a member of the Troy club, and the advocate and promoter of every movement for the improvement of the city. His public spirit, integrity, and sound judgment led to his election as Mayor of Troy. During General Grant's term as President, Mr. Warren served as Member of Congress, but political life has few charms for him and he has declined other honors of this class, although during his more active days well fitted for positions of responsibility.

In 1833, he married Miss Elizabeth A. Phelps of Hartford, Conn., daughter of Walter Phelps. Four children survive their mother, Mary, Walter, Phœbe and Anna.

Mr. Warren is a warden of St. Paul's Episcopal church in Troy, in which office he has succeeded his grandfather, father and uncle, and is one of the most honored residents of the city in which he has passed his useful life.

NATHAN BOUTON WARREN, author and honorary Mus. Doc., was born in Troy, N. Y., soon after the village of his nativity had been granted a charter as city. He is a son of the late Nathan Warren, who was an infant not more than one year of age when the Declaration of Independence was published to the American people. Nathan Warren was one of the most respected and successful merchants of Troy, a man of public spirit and the doer of many good works, and his wife, Mary, daughter of Nathan Bouton, a woman of beautiful character, was conspicuous in the field of charitable and religious enterprise in Troy. Upon the death of her mother-in-law, in 1835, Mrs. Warren continued for five years the Saturday sewing school, established by the former, and, in 1839, converted it into a free school for every day instruction of poor girls in reading and writing, sewing, knitting and quilting, and for Sunday school lessons, catechism and church music. In 1844, Mrs. Warren founded the free mission church of the Holy Cross in connection with the school, and generously provided for both in perpetuity. The corner stone of this church was laid upon the anniversary of the birthday of Nathan B. Warren, her eldest son. It was opened for divine service Dec. 25, 1844, incorporated in 1846 and consecrated Dec. 6, 1848, and signalled the beginning of the free church movement in the State. Several tablets and monuments adorn this church, one in commemoration of Mrs. Nathan Warren, and there is a lectern of brass presented by Mrs. George Henry Warren in honor of the memory of her mother, Mrs. J. Phillips Phoenix of New York, daughter of Stephen Whitney.

The preliminary education of the subject of this sketch was gained in a private classical school in Troy, and it has since been added to by such extended reading and observation, close personal application and reflection, that Mr. Warren is now known as a most accomplished and well informed man. From his father, Mr. Warren received



Geo. Henry Warren

a large estate, the management of which has always engrossed a large portion of his time. He is a large holder of real estate in Troy, and, among other things, is a director of The Troy & Greenbush Railroad, an important branch of The Rensselaer & Saratoga, and The Whitehall & Northern Railroad.

The possession of independent means has enabled Mr. Warren to gratify his love of literature and art and to be useful to mankind in other fields than the purely practical. In 1841, he visited England with Bishop Doane and during a series of visits to the different cathedrals of the kingdom, there came into his mind the idea of adapting the cathedral service of England to the American book of common prayer. Resolving to carry the idea into execution, he introduced the choral service in 1844, in the free mission church founded by his mother, and this service has been from the beginning a special feature of the exercises there. Several years were required before the success of the experiment was fully assured, and the inevitable resistance to any change from existing usages overcome. Mr. Warren's good judgment, musical taste and persistence popularized the choral service, however, and there is now hardly a city in the United States, which has not adopted the idea. Mr. Warren's taste in musical matters is accurate and discriminating, and he has composed several anthems and written several books on musical topics. He received the degree of Doctor of Music from Trinity college in 1873, in recognition of his services. He is also well read in architecture and is a devoted member of the Protestant Episcopal church. Thirty years ago, he served as a trustee of the General Theological seminary in New York and was a vestryman of St. Paul's church in Troy, and a trustee of the Warren Free Institute for Poor Girls, founded in 1846.

George Henry Warren, brother of Nathan B. Warren, born in Troy in 1823 and a graduate of Union college, was one of the most notable members of this family. Establishing his home in New York city, he became a prominent lawyer and financier. He married Mary Caroline, daughter of the Hon. J. Phillips Phoenix, and granddaughter of Stephen Whitney, a famous merchant of former times in New York, and was made one of the executors of the great estate of Mr. Whitney, discharging his trust honorably with great advantage to the numerous heirs. He was a patron of the higher forms of music, and took an active part in building the Metropolitan Opera House, being a member of the sub-committee with William H. Vanderbilt, which completed the structure. He was one of the governors of the Metropolitan Opera House, and greatly interested in the progress of sound church music, and was concerned in various public works. The master of several languages, a traveller to every part of Europe, cultivated and refined, he enjoyed the acquaintance of a very wide circle of friends and was one of the most charming and cultivated men of the name.

LEVI LEGG WARREN, merchant, Louisville, Ky., one of the most successful and philanthropic men of the city, was born in West Upton, Worcester county, Mass., Aug. 2, 1808, and died, March 19, 1884, in Louisville. Educated at Amherst academy, and having married Mary A. Wood of Upton, he went to the West in 1836 and engaged in a boot and shoe business in Louisville, which his energy and ability developed to large proportions. He was for many years a director in the old Northern Bank and later president of The Falls City Tobacco Bank, being also, from 1870 to 1880, a trustee of the public schools and chairman of the finance committee. In recognition of large gifts made by Mr. Warren to the Chestnut Street Presbyterian Church, of which he

was a prominent elder, the congregation changed its name to the Warren Memorial Presbyterian Church. Mr. Warren gave liberally to Centre college at Danville and to the Princeton collegiate institute. His wife survived him with the following children: William B., Henry C., Eugene C., Clarence A., Clara L., wife of Eugene W. Lee, Edward L., Ella M., Cary I., and Minnie, wife of B. F. Atchison.

CADWALADER COLDEN WASHBURN, LL D., manufacturer, Minneapolis, born in Livermore, Me., April 22, 1818, died in Eureka Springs, Ark., May 14, 1882. Mr. Washburn was a member of a famous family. His whole early life was spent in farming, school teaching and a clerkship, and the years 1839-42 in surveying and law study at Davenport, Ia., and Rock Island, Ill. In 1842, he moved to Mineral Point, Wis., and gradually gave up the law in favor of trading in farming and forest lands. In 1852, he helped found The Mineral Point Bank, which never suspended specie payments. During middle life, Mr. Washburn figured conspicuously in public affairs, being Member of Congress, 1855-61; Colonel of the 2d Wis. Cav., Oct. 10, 1861-July 16, 1862; Brigadier General of volunteers until Nov. 29, 1862, and Major General until May 25, 1865; Member of Congress, 1867-71; and Governor of Wisconsin, 1872-73. Governor Washburn engaged in the manufacture of lumber after the War, and in 1876 went into flour milling in Minneapolis, introducing the new patent process into successful operation. He founded Washburn observatory at the University of Wisconsin, became a life Regent, and in 1873 received his degree from the university. By his will, \$425,000 were bequeathed for public objects.

WILLIAM DREW WASHBURN, lawyer, manufacturer, financier and statesman, has, through the possession of an honorable character, an intrepid and sagacious mind, and the untiring labor of a vigorous personality, risen from a boyhood on the farm to a commanding influence in the business world and the place of United States Senator from the State of Minnesota. He is a member of one of the most noted families in America. History supplies many examples of merit descending from father to son, but the story of the Washburn family is unique in that, among seven brothers, each one of them rose to distinction. Of this remarkable family, one has been Secretary of State, one a United States Senator, two more of them Governors of States, four of them Members of Congress, one a Major General in the Army, one a Captain in the Navy, two foreign Ministers of the United States, two members of State Legislatures, and one a Surveyor General. It is also the fact that three of the brothers were Members of Congress at one time from separate States, a circumstance hitherto without parallel and unlikely to occur again for generations.

John Washburn, the founder of this family in America, was secretary of the Plymouth colony in England, and came over to the new world in the historic *Mayflower*. All of his descendants have been men of good repute and of strong convictions. One of them, Israel Washburn, was a native of Raynham, Mass. He married Martha Benjamin, a woman of notable intelligence and great force of character, and moved to Maine early in life, in the year 1806. After a year or two of school teaching, he engaged in ship building at what is now Richmond on the Kennebec, established a trading post at Livermore in 1809, and soon after settled at Livermore on a farm. He was a man of strong mind and elevated character, deeply interested in the affairs of the day, and a great reader. The fathers of both of this historic pair were soldiers in the American Revolution, Lieut. Samuel Benjamin serving through the War and being present at



W.D. Washburn

Lexington, Bunker Hill, Monmouth and other battles, and finally at the surrender of Cornwallis at Yorktown, and Israel Washburn being a non-commissioned officer in the Continental Army, and present at the evacuation of New York. To Israel and Martha Benjamin Washburn were born the seven sons who were destined powerfully to influence the history of their country.

William Drew Washburn was born in Livermore, Me., Jan. 14, 1831. He is the youngest of the family. His education began at the district school, one of his teachers being Timothy O. Howe, afterward United States Senator from Wisconsin and later Postmaster-General under President Arthur's administration, and another, Leonard Swett, for many years one of the most prominent attorneys in Chicago and an intimate friend of Lincoln. After reaching twelve years of age, his schooling was confined for several years to the Winter months. His Summers were spent in the work of his father's farm. For four years, however, he had the advantage of a few months at the high school in the village, and then, for a few weeks each, attended a school at Gorham and one in the village of Paris. Finally, at Farmington, he prepared for college and graduated from Bowdoin college in 1854. Resolving upon a profession, he read law with his distinguished brother Israel, then Member of Congress and afterward War Governor of Maine, and then with the Hon. John A. Peters of Bangor, afterward and now Chief Justice of the State.

In the Winter of 1856-57, the young man resolved to remove to the West, and he prepared himself for this enterprise with characteristic thoroughness by previous study of maps and books. He reached Minneapolis, May 1, 1857, a year before Minnesota was admitted as a State. The city was then nothing more than a straggling frontier town of scanty population. Here he practiced law for two years, being thereafter drawn into the business ventures for which his active and progressive nature fitted him. With one practical enterprise, he became connected as early as the Fall of 1857, when he was elected agent of The Minneapolis Mill Co., formed for the purpose of improving and utilizing the power of St. Anthony's falls. He served as the company's agent for ten years, becoming both a stockholder and a director.

Every son of Maine knows more or less about the manufacture of lumber, and it was natural that Mr. Washburn, in view of the prodigal resources of Minnesota in timber, should engage in the lumber trade of the State at an early day. His pioneer venture was The Lincoln Saw Mill, which he built at St. Anthony's falls, and which brought to him satisfactory returns. He operated this mill for many years. In 1872, he built a large lumber manufacturing plant at Anoka, Minn., in order to be nearer the sources of supply. Mr. Washburn also became interested in the manufacture of flour at the falls, this industry being, next to lumber, the principal one of Minneapolis. He was for many years largely interested in The Washburn & Crosby Flouring Mills, and is now a stockholder and director in The Pillsbury-Washburn Mills, the daily capacity of which is 15,000 barrels of flour.

The transformation of Minneapolis in forty years from a frontier camp to a modern city of 225,000 inhabitants, equipped with splendid and substantial buildings, lofty office structures, and gigantic manufactories, is one of the miracles of American civilization. And yet this is the work of a few far seeing, sagacious and enterprising men, who harnessed the water power of the Mississippi in the interest of local industry, and who, by the construction of railroads long before the country was settled, made Minne-

apolis the commercial emporium of a great region. One of the most important of these railroads, The St. Louis & Minneapolis, which gave the city an outlet to the East as well as the South, came into being through the inspiration and efforts of Mr. Washburn. He was the prime mover, in 1869, in the formation of a company which built the road, and was for years its president.

A few years after this great work was completed, Mr. Washburn took up the problem of securing an outlet by way of the great lakes also. He laid the matter before a number of influential and prominent men in Minnesota in 1883, and pressed it upon them with so many unanswerable arguments, that a company was formed to undertake the work. This was a unique enterprise in many respects. A proposition for the building of a railroad through well settled counties and between populous cities in the Eastern States presents no surprise to the imagination, calls for no argument, and promptly finds eager friends. To construct five hundred miles of road through an almost unbroken forest in the West was quite a different suggestion. The execution of the plan required clearness of vision as to its benefits, the enthusiasm of an apostle and the ability to prove that the enterprise was necessary to ensure the future of the city and the State. Mr. Washburn won the day, and The Sault Ste. Marie Railroad was built and finished in 1888.

But this did not end his inestimable public service to the city. Regarding it as of the utmost importance that Minneapolis should reach the great grain fields of Dakota with a road of its own, Mr. Washburn formed another company to build The Minneapolis & Pacific Railroad, stretching away three hundred miles over the plains to Boynton, Dak. The line was built with an energy characteristic of the men of the West. It was afterward united with the Sault Ste. Marie enterprise as The Minneapolis, St. Paul & Sault Ste. Marie Railroad.

Mr. Washburn was married, April 19, 1859, to Miss Lizzie Muzzy of Maine, daughter of the Hon. Franklin Muzzy, a prominent resident of the State and twice president of the State Senate. His wife is a woman of refinement and superior mind. She is a charming entertainer and has been an inspiring companion to her husband during the whole of their happy married life. To her is chiefly due their undoubted social success in Washington.

Mr. Washburn entered politics as soon as he arrived in Minnesota. When the State was admitted to the Union in 1858, he became a member of its first Legislature and was again elected in 1871. An earnest Republican, he was loyal to the Union during the War, and was rewarded by President Lincoln for his fidelity, by appointment as Surveyor General of Minnesota, an office he retained for the four years of 1861-65. Under his management during that period, a large portion of the northern part of the State was surveyed. The duties of his office required him to live for four years in St. Paul. He then returned to Minneapolis. In 1871, he was again elected to the Legislature, and aided actively in the movement for bringing the railroads under the control of the State. His services in promoting the welfare of the city led, in 1878, 1880 and 1882, to his election to Congress, and in 1889 to his election as United States Senator for six years. In the Senate, he is one of the most valued members of the Committees on Commerce, Post Offices and Post Roads, Agriculture, and others less important. He is a well informed, entertaining and convincing speaker, always terribly in earnest, and never entering upon a discussion without full preparation. He possesses the

qualities of a leader, and his spotless character, his sympathy with toiling humanity and his practical philanthropy toward the suffering, have won for him the highest esteem. Mr. Washburn is, in social life, an agreeable companion, and he is a member of the Union League club of New York city.

CHARLES WILLIAM WASON, electrical engineer, Cleveland, O., son of Charles Wason, car builder, and of Matilda, his wife, descends from the Foys family of England on the maternal side, and from North of Ireland stock on the paternal side. He was born in Cleveland, April 20, 1854, and graduated from Cornell university, class of 1876. As electrical engineer for The East Cleveland Street Railroad, Mr. Wason became a student of this branch of science, especially of application of electricity to propulsion, and his ability in this direction has given him an opportunity to make a fortune in the stocks of electrical railroads. In the development of East Cleveland electric lines, Mr. Wason met with signal success. He is now engaged in building suburban electric railroads. Three lines constructed by him have been those to Painesville, a distance of thirty miles, to Akron, thirty-six miles, and to Lorain, twenty-eight miles; and Mr. Wason is now a large owner in The Cleveland Electric Railroad, The Cleveland City Railroad, The Akron, Bedford & Cleveland Railroad, The Cleveland, Painesville & Eastern Railroad, The Lorain & Cleveland Railroad, The Detroit (Mich.) Railroad, and The London Railroad of London, Canada. His activity is entirely in this line of enterprise, and his election as president of the Electric club of Cleveland is a recognition of his prominence therein. In 1882, Jettie Morrill became his wife in Paris, France, and Jettie and Velda are the names of his two children. His career is an interesting one and is open to any man of sound judgment and enterprise.

JABEZ BUNTING WATKINS, lawyer and banker, Lawrence, Kan., born, June 25, 1845, between the villages of Smicksburg and Punxsutawney, Pa., is a son of James Watkins, a native of Wales, and Barbara Sprinkle, grand daughter of German immigrants. James Watkins died when his lad was eight years old. Until fifteen years of age, Jabez went to country school, worked on a rocky farm and in the neighboring forests, and rafted logs to market. In 1860, the family moved to a cabin in the woods in Fairfax county, Va. Here Jabez made his first money by the sale of charcoal to Willard's, the Metropolitan and other hotels in Washington, disposing of his fuel in person. During the Civil War, the Watkins family found themselves surrounded with troops, and met with several exciting experiences. Mr. Watkins's first savings were invested in cheap tenements in Washington, which he rented for \$25 a month, and with the income he gained an education at the academy in Dayton, Pa., his expenses being defrayed in part by teaching, and in 1869 he graduated from the Law school of the University of Michigan.

Opening a law office in Champaign, Ill., Mr. Watkins developed a business in the examination of titles to real estate and negotiation of loans, and to widen his field, removed, in August, 1873, to Lawrence, Kan. For the further promotion of business, he opened a branch office in New York city in 1876, another in London in 1878, and one in Dallas, Tex., in 1881. In 1882, he founded in London, The North American Land Timber Co., capital \$2,500,000, and became its general manager in the United States, and in 1883, he incorporated his business as The J. B. Watkins Land Mortgage Co., capital \$750,000. Mr. Watkins then became president of The Watkins National Bank of Lawrence, and in 1884 established The Watkins Banking Co., in Lake Charles, La.

In 1882, the attention of Mr. Watkins was drawn to the wilderness which covers the region from the Sabine to the Calcasieu river in Louisiana, and to the natural harbor at the mouth of the latter. Having explored the region in person, he became, for a nominal consideration, the possessor of more than 2,000,000 acres of land, partly covered with excellent timber. This property is now estimated to be worth millions. A railroad is being built by Mr. Watkins northward to Kansas City and a hundred miles of the line have been finished, mainly from his own funds. He has sold a part of this princely estate in Louisiana, but is yet the owner of more than a million acres of land, a part of it in Texas. Mr. Watkins is unmarried.

DON ALONZO WATSON, a financier of marked ability and a prominent and distinguished citizen of Rochester, N. Y., whose portrait appears upon the following page, was born, June 15, 1807, in Palmer, Mass., the son of James Watson, a farmer, and Sarah Palmer, his wife, whose father was a large land owner and influential man in that section, and after whom the town of Palmer took its name.

Mr. Watson was soundly educated in the local schools, and then, journeying to Boston, he learned the machinist's trade and followed this vocation in Skaneateles and Newark, N. Y. In 1832, he removed to Monroe county, N. Y., stopping at Rochester, but soon going to Honeoye Falls. There he met Hiram Sibley, and a warm friendship was formed between the two men that lasted through life. Together they established a machinery industry and supplied many of the mills in that section, conducting the same successfully for eight years, and at the time of the dissolution of partnership, they had each accumulated about \$30,000. Mr. Watson removed to Rochester in 1840, and turned his attention to new lines of enterprise. He was married in 1855 to Miss Caroline M. Manning of Gilbertsville, N. Y. During his absence in Europe the following year, a movement was initiated by Mr. Sibley which led to the formation of The Western Union Telegraph Co. Upon his return, Mr. Watson was persuaded to invest heavily in that corporation. Another great property which, at this time attracted his attention and capital was the Vanderbilt system of railroads. He had great faith in the future of the country, and although at that time (1857) the financial world was staggering under the load of a disastrous panic, he invested heavily and purchased thousands of shares of railroad stock at remarkable low figures and at a time when others were eager to sell. These investments proved afterward to be most judicious and formed the foundation of his great fortune. He was remarkably clear in his judgments, and his purchases were always in the nature of investments and never of a speculative character. Mr. Watson was a warm personal friend of Commodore Vanderbilt and largely interested with the latter's sons and grandsons in the management and control of the Vanderbilt roads.

While of a retiring disposition and having no taste for public life, Mr. Watson was always interested in and a liberal supporter of all movements looking toward the welfare of his city and community. There was no man in Western New York, whose judgment and opinion were valued more highly than his.

Mr. Watson was a trustee of the Reynolds Library and endowed a chair of Political Economy in the University of Rochester. He always lent discriminating aid to charity and supported all worthy objects and institutions liberally.

He died Jan. 1, 1892, survived by his widow and three children, the latter being James S. Watson, Mrs. Isabelle Watson Hollister and Elizabeth C. Watson.



L. A. Watson

GEORGE WASHINGTON WATTS, manufacturer, Durham, N. C., a son of Gerard S. Watts of Baltimore, Md., was born in Cumberland, Md., Aug. 18, 1851. He was educated as a civil engineer in Baltimore and the University of Virginia, but preferred a commercial life. In 1871, therefore, he went out as travelling salesman for the tobacco commission house of G. S. Watts & Co. in Baltimore and remained in that capacity until March, 1878, when he removed to Durham, N. C., and aided in organizing the firm of W. Duke, Sons & Co., since known as the largest manufacturers of cigarettes and smoking tobacco in the world. The concern was incorporated in 1885, capital \$250,000. In the manufacture of tobacco, Mr. Watts has attained marked prosperity. In 1890, his firm joined The American Tobacco Co. The company was the product of many minds and of frequent conferences and interchanges of opinion from 1887 to 1890 and grew out of a desire to stop the ruinous competition which excluded all profits. The capital of this company is now \$30,000,000. Mr. Watts was formerly president of The Fidelity Bank and is now director of The American Tobacco Co., president of The Pearl Cotton Mills and The Watts Coal & Iron Co. of Alabama, vice president of The Erwin Cotton Mills and The Norfolk & Carolina Chemical Co., and director in three banks, two railroad companies, and other industries in this State.

CAPT. SAMUEL WATTS, ship owner, Boston, Mass., born in St. George, Me., Oct. 3, 1812, is the son of Joseph and Sallie Stone Watts, farmers. He attended country school, and at fourteen went to work on a farm at \$6 a month for the first year, \$8 the second year, \$10 a month the third year, and \$10.50 the next year. It is not strange that he then went to sea as a cook at \$10 a month. The sea occupied Mr. Watts from that time forth. About 1835, the brig *Hector* sailed with Mr. Watts in command, and, during the eighteen years while he was master of a vessel, he commanded twelve brigs, barks and ships, ten of them newly built. At the age of thirty-nine, Captain Watts settled in Thomaston, Me., to build vessels for the general ocean trades. Most, if not all, of these vessels were owned in whole or in part by Captain Watts. About twenty years ago, Captain Watts began to invest in railroads, Atchison among the rest, and he is yet connected with several roads. Boston is now his home. He is a Democrat, and as such sat in the Maine Legislature for one term, declining to go again, and also declining a nomination as Governor of Maine; but he was a delegate to the conventions which nominated Buchanan, Tilden and Hancock for the Presidency. In October, 1835, Captain Watts married Miss Clarissa B. Mills, and his children were four who died and Mary Jane; Sarah, wife of John B. Emerson; and Emma, wife of Charles W. Lewis. Mrs. Watts died in 1880, and Captain Watts married Mrs. Emily E. Jordan Robbins, April 10, 1882. There are no children from this last union. Two handsome windows have been placed in the church at St. George in memory of his deceased wife and his daughter, Mrs. Emerson.

GEORGE HUNTINGTON WEBSTER, retired packer, Chicago, Ill., was born in Springfield, Ill., Aug. 31, 1838. His ancestors on both sides came to this country from England early in the seventeenth century. Bela C. Webster, his father, a merchant of Oneida county, N. Y., removed to Springfield in the Spring of 1830, and to Baltimore, Md., in 1851. At the age of sixteen, Mr. Webster found employment as clerk in a wholesale grocery house in Baltimore, and next year obtained a better situation in the same business in New York city at \$6 a week. Trained in self denial and application by early experience, Mr. Webster soon became a good business man. In the Winter

of 1864, he visited Chicago and a few months later returned to New York to enter the house of Armour, Plankinton & Co., then just organizing. He had a remarkable capacity for work, and in 1877 was admitted to partnership. In November, 1881, he removed to Chicago to enter the firm of Armour & Co., from which, after twelve years of incessant labor, he retired in November, 1893, owing to ill health. He had been active in developing the enormous trade of this house and shared in its prosperity. Mr. Webster was married in New York city, Oct, 11, 1866, to Miss Ellen F., daughter of Isaac Pickford of White Plains, a suburb of the city. His children are George H., jr.; Stuart; Emily, wife of J. E. Otis, jr.; Herman and May. Mr. Webster is a member of the Church club, trustee of Provident Hospital, and vestryman of Trinity Church.

SMITH MEAD WEED, lawyer and financier, Plattsburgh, N. Y., one of the most prominent and successful men of Northern New York, was born in Belmont, Franklin county, N. Y., July 26, 1833. The ancestors of his family were of the best stock of the early colonists of the country, and took part in all the labors and perils connected with the founding of the republic, bearing arms both in the American Revolution and in the War of 1812. His parents, Roswell Alcott Weed and Sarah A. Mead, were natives of New Hampshire.

The family having removed to the vicinity of Lake Champlain, Smith M. Weed was educated in the public schools of the historic village of Plattsburgh, near the scene of one of the famous battles of the War of 1812, and spent the first five years of his business career as a mercantile clerk, but Mr. Weed was ambitious and left the store to study law with Judge Beckwith. Jan. 1, 1856, the Supreme Court of the State admitted Mr. Weed to practice as an attorney, but, with a desire to gain the most thorough legal training, Mr. Weed went to Harvard Law school, taking a prominent position in the class from the start. He was twice Speaker of the Dane Law school assembly, and in 1859 graduated with the degree of Bachelor of Laws, beginning practice three days afterward in Plattsburgh. There, in partnership with Judge Beckwith and Henry Johnson, Mr. Weed entered upon the serious work of life and in his subsequent career amply denoted his qualifications for success. He took an active part in the management of important cases, justified every expectation of his friends, and gradually enlarged his practice, until personal popularity and sound talents had brought him a brilliant reputation and the most extensive and remunerative law business in Northern New York. In the celebrated case of the impeachment of Canal Commissioner Dorn, he was senior counsel for the State and prosecuted the case with marked ability, although Mr. Dorn was defended by four of the most able lawyers of that day, including William A. Beach. Mr. Weed remained closely devoted to the law until 1880, but he had in the meantime become gradually interested in business enterprises; and the keen, progressive and successful lawyer finally grew into an excellent, sagacious and thriving business man, and the mining of iron, finance and politics claimed almost his entire attention.

At the time when Mr. Weed took his place in the law office in Plattsburgh, the village was connected with the outside world only by steamboats on Lake Champlain and stages and river boats to the interior. Mr. Weed was one of the most active and earnest promoters of the project of building a railroad along the rocky banks of the lake, toward Whitehall and Albany in one direction, and Montreal in the other; and the construction of the Champlain division of the road of The Delaware & Hudson



Think he weed

Canal Co., in 1875, was largely due to his energy and persistence. He was able to point not only to the already large traffic of the lakes, as an indication of the future prospects of the railroad, but to the valuable deposits of iron ore in the Adirondacks wilderness, the growing furnace industry at Port Henry and elsewhere, the forests of the Adirondacks and the large population in Canada. The completion of the road in 1875 may be said fairly to have been the dawn of a new era in the affairs of the northern part of the State. It is now a great highway of trade and travel, and has greatly promoted the prosperity of the counties immediately bordering Lake Champlain.

Mr. Weed has long been prominent in the politics of New York State as a Democrat, and one of a small group of men who maintained the virtual ascendancy of the Democratic party most of the time for a quarter of a century, in a state previously dominated by the Republican party. In 1865, he took his seat in the State Assembly, and from the start became a young legislator of note, leading the advanced thought of his party, and, while often opposed, finding himself in the end entirely vindicated. By successive re-elections he served in the Assembly during 1866, '67, '71, '72 and '73. In 1867, Mr. Weed received the full vote of his party for Speaker, and was also elected member at large of the State Constitutional Convention, his entire familiarity with the statutes, strong common sense and intelligence enabling him in the Convention to take an active part in the framing of the new organic law of the state. Mr. Weed was never defeated for office except once, when he ran in a hopeless contest for the Senate, and never accepted a nomination except when it was urged upon him in behalf of important local interests which demanded consideration. In 1872 and 1874, although not a candidate, he was brought forward in the Democratic State Conventions for the nomination for Lieutenant Governor, but gave way, in 1872, to Mr. Depew, and, in 1874, to Mr. Dorsheimer, because of the prevalent opinion that the nomination should be given to a Liberal Republican.

In the Legislature, he advocated the Constitutional amendment abolishing slavery, and paid much attention to the desire of New York city for rapid transit. After a thorough investigation, he made a report on the subject of an underground railroad in the metropolis, which is yet regarded as the most comprehensive and exhaustive document on the subject in the records of the Assembly. The law authorizing the construction of the pioneer elevated railroad on Greenwich street in New York city, was passed largely through his efforts. He also introduced and secured enactment of the law which opened the public schools of the State freely to all the children of the people and abolished the "rate bill." Always interested in transportation projects, especially in those of interest to his section, he introduced, in 1873, a bill appropriating \$7,000,000 for the construction of a ship canal from the Hudson river to Lake Champlain. This bill failed in the Senate, owing to the opposition of rival interests.

As an intimate friend of the late Samuel J. Tilden, and a frequent visitor at his house, Mr. Weed not only aided in the election of that statesman as Governor of New York, but, in 1876, as a delegate to the Democratic National Convention at St. Louis, did much to promote Mr. Tilden's nomination for the Presidency, and labored ardently in his behalf in the ensuing campaign. Mr. Weed was also a delegate to the Democratic National Conventions in 1880 and 1884, and, in every instance, was influential in formulating the views of his organization in its national platform with reference to the tariff, finance and other public questions. In his opinions on these subjects, he agreed

fully with Mr. Tilden, and even his political opponents have always commended his entire loyalty to conviction, public spirit, and soundness on many points of public policy. He was also a delegate to the National convention of 1896. His party is greatly indebted to him for generous contributions of time and money. Mr. Weed certainly enjoys a commanding influence in his organization, and has never for a moment relaxed his interest in its success. In 1887 and 1890, the friends of Mr. Weed made him their candidate in the New York Legislature for the United States Senate. He received the unanimous vote of his party in 1887, but was defeated by a Republican, and, in 1890, in a friendly contest with David B. Hill, by the latter.

While yet a strong influence in his party, Mr. Weed is now closely devoted to business affairs. His connection with what are now known as the Chateaugay iron mines, in Northern New York, dates from 1867. An interest was acquired by him in that year, while the ore properties were entirely undeveloped, and in 1881 Mr. Weed organized The Chateaugay Ore & Iron Co., capital \$1,500,000, of which he has always been the moving spirit and president. He has developed the industry to magnificent proportions and often employs 2,000 men.

The Nicaragua Canal enterprise has had the benefit of his counsel as the greatest practicable engineering work of the century, and he has been a director of the company formed to construct it. He is president of The New York Savings & Loan Association, vice president of The German-American Investment Co., both of New York city, and has other large interests there.

JULIUS WEIS, merchant, New Orleans, La., was born, Oct. 8, 1826, in Klingen, Rheinpfalz, Germany. His parents were both natives of Klingen and died there. Educated at a small country school in his native town, Julius came to America, settled in the South, and, in 1845, began selling merchandise in a small country town in Mississippi. In 1857, he entered into partnership with Meyer & Deutsch in Natchez, and in 1864 moved to New Orleans, opening a wholesale dry goods store under the name of Meyer, Deutsch & Weis. In October, 1868, he sold his interests and started a cotton and commission business under the name of Meyer, Weis & Co. This was continued until 1882, when he sold to V. & A. Meyer. The same year, he established the cotton factorage firm of J. Weis & Co., with his son as a partner. In 1890, foreign exchange was added to the business, under the style of J. Weis & Son. Mr. Weis is a member of the Boston club of New Orleans and treasurer of The Louisiana State Society for the Prevention of Cruelty to Animals. Married in Natchez in 1864 to Miss Caroline Mayer, his children are Simon, Henrietta, Samuel, Ida, Joseph, Marion and Frederick.

PIERCE N. WELCH, banker, New Haven, Conn., is the son of Harmanus M. Welch, who, dying May 29, 1889, at the age of seventy-six, had been for more than fifty years actively engaged in manufacturing and banking in New Haven and had held many local offices, including those of Mayor, 1860-63, and city and town Treasurer, president of the Board of Education for twenty years and president of the Board of Health twelve years. Pierce N. Welch was born in 1841. He received an excellent education and graduated from Yale college in the class of 1862. Mr. Welch succeeded his father in business. He is president of The First National Bank, The New Haven Rolling Mill Co., and The Plainville Manufacturing Co., and vice president of The New Haven Gas Light Co. His property is largely invested in the industries of the State. Mr. Welch gave a dormitory to Yale university in 1892.



Quincy, W. Wellington

QUINCY WINTHROP WELLINGTON, the leading banker of Corning, N. Y., is a native of Moriah, Essex county, N. Y., and was born Dec. 27, 1832, the second son among the seven children of Samuel Barney Wellington, lumberman, and Amelia Greene, his wife. The Wellingtons, three brothers, came from the North of England and the Greene family were Saratoga people, and of the lineage of General Greene. Quincy was educated in the free schools of his native village, and, at the age of fourteen, began life with a bag on his back as a carrier of United States mails from Tioga station, on the Corning & Blossburg Railroad, to Tioga village, a distance of two miles. Then, having, as errand boy and clerk in Tioga, Pa., for seven years, gained a thorough business training, he entered mercantile business in that city, in 1852, on his own account, as junior partner in Etz & Wellington, and, although very young for such responsibilities, met with some success.

Selling his store, March 1, 1854, in consequence of his father's death, he removed to Corning, N. Y., a few miles north of Tioga, and entered the office of The Erie Railroad, as bill clerk and ticket agent. In 1859, Mr. Wellington withdrew and entered upon a three years' engagement in The George Washington Bank in Corning, and, in 1862, he resolved to be his own master and organized the bank of Q. W. Wellington & Co., and has now, for thirty-four years, paid assiduous attention not only to the affairs of that strong and useful institution, but to the opportunities of his section and other parts of the country. With his son, Benjamin, Mr. Wellington is sole proprietor of the bank in Corning. He has operated not only in his native State, but in Pennsylvania, Illinois, Iowa, Minnesota and Washington, and is connected with The Ontario Land Co., of Duluth, Minn., which carries on business in several States, and with other Western corporations, including The East Duluth Co., The North Yakima Irrigation Co., The Harbor Land Co., The Oakdale Improvement Co., and The Tunnel Improvement Association of Kansas City.

Mr. Wellington has always refused political preferment, finding his pleasure mainly in the management of financial interests. While he has, in common with all other business men, sought his own advantage in honorable and legitimate enterprise, he has, nevertheless, never failed to promote the public interests of Corning to the extent of his power, to uphold private and public credit there in periods of financial stress, and to exert a continual influence for good. He is a man of the purest character, genial, staunch and above reproach, and enjoys the cordial respect of all who know him.

May 13, 1857, Miss Matilda B., daughter of B. C. Wickham of Tioga, Pa., became Mrs. Wellington, and their children are Benjamin Wickham, Catherine Amelia, Samuel Barney, now deceased, Adeliade Louise, Sarah Etz, and Emily Clara, the latter also deceased. Mr. Wellington is a member of the City club of Corning.

CALVIN WELLS, manufacturer, Pittsburgh, Pa., born in Genesee county, N. Y., Dec. 26, 1827, is the son of a farmer and miller. An accident to his ankle in youth prevented him from engaging in rough sports and made him a reader and student of books. After two years of experience in the store of a brother-in-law in Detroit, Mr. Wells returned eastward and located in Batavia, N. Y. He had some difficulty in securing an education, but, in 1847, making his home with a brother in Pittsburgh, he attended Western university there a little more than a year. Bookkeeping in a wholesale dry goods house in Pittsburgh occupied Mr. Wells for a time, and, in 1850, Dr. Hussey gave

him employment and found him so energetic that, in 1852, the firm of Hussey & Wells was started to market the products of Dr. Hussey's packing house in Gosport. The driving ways of Mr. Wells so impressed the senior partner that, in 1858, when the firm of Hussey, Wells & Co. began the manufacture of steel, Thomas M. Howe and James M. Cooper being silent partners, Mr. Wells was made general manager. The works built in 1859 denoted the result of careful studies by Mr. Wells. After seventeen years of profitable activity in that concern, Mr. Wells sold his interest to Dr. Hussey in 1876. Meanwhile, in 1865, he had become half owner in A. French & Co., who were making elliptic railroad springs. He gave some attention to this industry after 1876, but sold his interest in 1884. In 1878, The Pittsburgh Forge & Iron Co. made Mr. Wells its president. His interests are now quite widely extended and include shares in The Illinois Zinc Co., at Peru, Ill., organized by Mr. Wells in 1868, *The Philadelphia Press*, in the purchase of which he joined in 1877, The Exchange National Bank, The Consolidated and The Chartiers Natural Gas Co's, and the Westinghouse air brake works.

CHANDLER JOSEPH WELLS, builder, Buffalo, N. Y., born, June 10, 1814, in Utica, N. Y., during a visit to that city by his mother, died in Buffalo, Feb. 4, 1887. Taught in the best private schools in Buffalo, to which his father, Joseph, had sent him, the subject of this memoir began life as apprentice for three years to his brother, a carpenter, and then became a journeyman. In 1835, Mr. Wells went into partnership with William B. Hart for a general contracting and building business, an alliance which lasted for twenty years and was extremely successful. Many buildings in Buffalo were erected by this firm, including several grain elevators and other large edifices. Mr. Wells was well known and liked in Buffalo. For seven years, beginning in 1854, he served as an Alderman from the Second Ward, and in 1866 was elected Mayor of the city. Mrs. Susan J. Wells, his wife, and two daughters survived him, the latter being Jeannie, wife of James G. Redfern, and Elizabeth Green McCune, wife of George Bleistein.

ERASTUS WELLS, St. Louis, Mo., financier, born in Sackett's Harbor, N. Y., Dec. 2, 1823, died, Oct. 2, 1893, in St. Louis. He was a descendant of Hugh Welles, who came to America from Essex county, Eng., about 1635, locating in Connecticut. Through another line, he traced his lineage to James Otis of Boston. Mr. Wells attended the public grammar schools and the Institute at Watertown, and, at the age of nineteen, began life as a clerk. Removing, finally, to St. Louis and encountering a few years of toil, he then established the first omnibus line in the city. In 1859, he incorporated, built and was president of The Missouri Railroad, the first street car line west of the Mississippi river. This latter enterprise made his fortune. Mr. Wells then became an investor in large projects and was president of The Accommodation Bank and a director in several corporations. His political life began as a member of the City Council, in which body he served sixteen years. In 1868, he was chosen to Congress as a Democrat, serving 1869-77. He retired from active business in 1884. In 1850, Mr. Wells married Miss Isabella B., daughter of the Hon. John Henry of Jacksonville, Ill., and his children are Rolla and Isabella C. Wells.

HENRY WELLS, founder of The American Express Co. and of Wells, Fargo & Co., a son of the Rev. Shipley Wells, a Presbyterian minister, born in Thetford, Vt., Dec. 12, 1805, died in Glasgow, Scotland, Dec. 10, 1878. His family moved to Central New York in 1814, and Mr. Wells was thrown upon his own resources early in life. A

part of his boyhood was spent on the farm, and at the age of sixteen, he learned the tanner's and shoemaker's trades in Palmyra. A natural impediment in his speech led him to study the subject of stammering and finally to open schools for the cure of it in Rochester, Buffalo, Lockport, Cleveland, Utica, New York, Pittsburgh and Cincinnati. Then, for a number of years he was a merchant in the vicinity of Cayuga lake.

In 1839, William F. Harnden, previously a railroad conductor, started a parcel express between Boston and New York by way of Providence and Long Island Sound, extending his business later to Philadelphia and Albany. Mr. Wells became an agent for Harnden's express in 1841. The express line from Albany to Buffalo originated with Mr. Wells, who had George E. Pomeroy and Crawford Livingston for partners, and made trips at first once a week only. The firm name was at first Pomeroy & Co., but was altered in 1842 to Livingston, Wells & Pomeroy, and later to Livingston, Wells & Co. In 1845, Mr. Wells extended the business to Chicago and St. Louis, and in 1846 engaged in forwarding parcels to Europe, with offices in London and Paris. The success of these enterprises brought other express companies into the field, and finally, after a period of severe competition, Wells & Co., Livingston & Fargo, and Butterfield, Wasson & Co. were, in 1850, united as The American Express Co., Mr. Wells president.

In 1852, Mr. Wells, with William G. Fargo and others, founded the California express of Wells, Fargo & Co., with Edwin B. Morgan of Aurora, as first president. In 1860, The American Express Co. was reorganized with a capital of \$1,000,000, and Mr. Wells retired from the presidency in 1868.

In early life, Mr. Wells aided in promoting telegraphic service in the North, but his memory is chiefly identified with the express business. He was a man of remarkable powers, high character, genial nature and public spirit, and gave \$150,000 to found Wells college in Aurora, for the higher education of young women, now one of the favorite institutions of Central New York. Mrs. Mary P. Wells, his wife, and Charles H., Oscar E. and Mary A. Wells, his children, survived him.

JOHN WELSH, merchant, Philadelphia, Pa., born in Philadelphia, Nov. 9, 1805, died April 10, 1886. He received a collegiate education, but did not graduate. In 1834, he became a merchant, and, being a man of talent, conducted a prosperous business for forty years without partners. About 1874, with a brother, Mr. Welsh founded the firm of S. & J. Welsh, to import sugar, molasses, etc., from the West Indies, mainly for consumption by sugar refineries. The firm owned a number of ships, and, through activity, an extended trade and force of character, were for a long period a power in the affairs of Philadelphia. When their trade died out, a banking house arose in place of the mercantile establishment, and this bank yet controls the investments of many Cubans and Englishmen. During the Civil War, Mr. Welsh was a strong Union man, and, as president of the executive committee of the Sanitary Commission, aided in raising more than a million dollars for the hospital and ambulance service. As president of the Board of Finance of the Centennial Exposition, he performed a second public service of importance, his labors being so valuable that several foreign decorations were bestowed upon him, and the city authorities of Philadelphia gave him a gold medal and \$50,000; the money Mr. Welsh did not need and with praiseworthy public spirit, he generously presented the whole sum to the University of Pennsylvania for a professorship of English literature. In 1878, the university honored Mr. Welsh with the degree of Doctor of Laws, and, in 1880, the same mark of distinction

was bestowed by Washington and Lee college. In 1878, Mr. Welsh was appointed United States Minister to England and served for two years.

JOHN WENTWORTH, LL.D., property owner, Chicago, Ill., "Long John," as he was called on account of his stature of six feet six inches, who died in Chicago, Oct. 16, 1888, was born in Sandwich, N. H., March 5, 1815, and sprang from the family planted in Massachusetts in 1636 by William Wentworth. Leaving Dartmouth college in 1836, Mr. Wentworth removed to Chicago, then the rude beginning of a city, but full of bustle and energy. It actually became a chartered city the next Winter, Mr. Wentworth being active in the proceedings by which this result was effected and voting in the first municipal election in 1837. After instruction in the law in Chicago and a course in Harvard law school, Mr. Wentworth received permission to practice in 1841, but he went into politics so soon that he was better known as a journalist, having bought *The Chicago Democrat* in the early forties and editing that paper until 1861. The wealth which he acquired came from real estate mainly, of which he was one of the earliest and among the most clear headed buyers and finally the largest owner in the city, and from farm lands in the towns of Palos and Lyons, Ill. Originally a Democrat and as such elected to Congress, 1843-51 and 1853-55, the slavery question sent Mr. Wentworth into the Republican ranks. Chicago elected him in 1857 its first Republican Mayor and gave him the office again in 1860. Among other public positions he held were those of member of the Constitutional Convention in 1861, member of the Board of Education, 1861-64 and 1868-72, and Congressman, 1865-67. In every station, he was progressive and full of original and useful ideas. Dartmouth college gave him the degree of LL.D., in 1867. Well acquainted with the history of Chicago and the West, knowing its people, its original condition and the causes which affected its growth, he wrote many essays on early times in that region and published several family histories. Mr. Wentworth married Roxanna Marie Loomis, and their children were Riley Loomis, Marie Loomis and John, all of whom died young; Roxanna Atwater, who married Clarence W. Bowen of New York city, and John Paul Wentworth, who died young.

MOSES J. WENTWORTH, property owner, Chicago, Ill., born in Sandwich, N. H., May 9, 1848, the son of Joseph and Sarah Payson Jones Wentworth, is descended from a long line of distinguished ancestors and is in the ninth generation from the emigrant, William Wentworth. He had the good fortune to receive a thorough education first at Phillips academy, Andover, and then at Harvard college, from which he graduated in 1868. In the Fall of the same year, he located in Chicago and after the usual course of hard and thorough study under competent instructors, was admitted to the bar in 1871. Becoming sole trustee of the large estate of his uncle, John Wentworth, he did not practice his profession but devoted his time to the care of property. Other large estates having been entrusted to him, he has gained in their management a varied and extensive experience in business life. He is a Democrat in politics and was elected a member of the 29th, 30th and 31st General Assemblies of the State. He was president of the Calumet club during 1889, 1890 and 1891; president of the Harvard club in 1890 and 1891; is a member of the University club, and life member of The New England Historical and Genealogical Society of Boston. He was married, Dec. 7, 1891, to Lizzie Shaw Hunt of Chicago, and has one child, John Wentworth, born Sept. 24, 1892.

THEODORE WERNWAG, retired merchant, Philadelphia, Pa., is the son of William Wernwag, a native of Reuttingen, south of Stuttgart, 1800, who married Anna Margaretta Besserer (born near Heidelberg, 1804), and arrived in America in 1818. William Wernwag learned bridge building from his uncle, Lewis Wernwag, at Phoenixville, Pa., and in this occupation rose to prominence. By the purchase of about 15,000 acres of coal and timber lands in McKean and Elk counties, Pa., before any railroad had been built beyond Harrisburg and while that country was yet a wilderness, impenetrable except on horseback, Mr. Wernwag assured the prosperity of his family.

Lewis Wernwag, to whom reference has been made, was one of the most noted bridge builders of his day. Born in Alteburg, Wurtemberg, Germany, Dec. 4, 1769, and bred a civil engineer, he left home in 1786 to avoid military service and made his way to Philadelphia. After 1810 and up to the time of his death in Harper's Ferry, Va., Aug. 12, 1843, he had constructed more than thirty bridges. The first two, in 1810 and 1811, were thrown across creeks, but the third, over the Schuylkill river at Philadelphia, built in 1812, was known as the "Colossus," and considered the most remarkable wooden bridge in the world at the time. It had a span of 340 feet, supported simply on two abutments. This bridge burned down in 1838. Mr. Wernwag asserted that he could build a 500-foot bridge in one span on the same principle as the others, his own invention. In 1812, he settled in Phoenixville, Pa., and carried on The Phoenix Nail Works, where he invented the first machine for cutting and heading nails, became the first to burn mineral coal, and built the first successful coal stove. Mr. Wernwag was thoroughly convinced that the enormous coal deposits of the State would one day become serviceable for general use as fuel, and George Shoemaker, innkeeper in Phoenixville, was induced by him to take the first load of coal to Philadelphia, but fled from the city at night to escape being lynched for selling stone as coal. The canal of The Schuylkill Navigation Co. was partly constructed by Mr. Wernwag, and the Fairmount water works and dam in Philadelphia were built upon his plan. Mr. Wernwag's last bridge was erected, in 1833, over the Potomac at Harper's Ferry, Va., and upon the Isle of Virginius there (which he owned) he died, at an advanced age, honored and respected.

Theodore Wernwag, born, June 29, 1831, in Philadelphia, received his education in Lewis's Mathematical and Engineering and other private schools and Ross's commercial college. Going then into a silk and dry goods importing house in Philadelphia, he succeeded to the business Jan. 1, 1856, and carried it on successfully until April 1, 1892, when he retired. Mr. Wernwag yet retains an office at the old location, 242-244 Chestnut street, where he has been in business for thirty-seven years. He has large real estate interests in Philadelphia. While yet a youth, Mr. Wernwag spent a part of every year in visiting his father's coal and timber lands, making his first trip by going first to New York city by railroad, thence to Albany by steamboat, and thence by railroad to Rochester, where he took the Genesee Valley canal to Mount Morris, finishing the journey by stage to Olean and Smethport and upon horseback the rest of the way. The return trip from Olean was upon horseback through McKean, Elk, Clearfield and Centre counties to Bellefonte, by stage to Lewistown, canal to Harrisburg and railroad to Philadelphia. Mr. Wernwag has never married, but he is socially inclined and joined the Union League of Philadelphia in 1864, and is also a member of the Art club, The Fairmount Art Association and other organizations.

DANIEL BAIRD WESSON, manufacturer, Springfield, Mass., a native of Worcester, Mass., was born May 25, 1825. Rufus Wesson, his father, was a plow maker and farmer. At the age of seventeen, Daniel, while yet at school, began to devote his evenings to making fire arms under the direction of his brother, Edwin, in Northborough, Mass., and in 1850, when Edwin died, Daniel took charge of his brother's interests. The Wesson rifle became favorably known at that time among hunters. Until 1853, Mr. Wesson carried on business in Norwich, Conn., in the firm of Smith & Wesson, which produced the "volcanic" rifle, a repeater, and invented a metallic cartridge. About 1855, the firm sold their patent rights to The Volcanic Repeating Arms Co., now the Winchester concern. Mr. Wesson remained for a while as superintendent, but, in 1857, joined Horace Smith again under the old name of Smith & Wesson, and began the manufacture of revolvers in Springfield. They started in a small shop with about seventy-five men, making a few thousand arms per year, but afterward developed an enormous and profitable business. The works now employ more than four hundred men and produce more than eighty thousand fire arms a year, which are sold in every part of the globe. The revolvers are in extensive use in the American and Russian armies. Nearly all the Smith & Wesson improvements have been patented, both in the United States and abroad. At the Expositions in Paris, 1867; Moscow, 1872; Vienna, 1873; Philadelphia, 1876; and Australia, 1880, these weapons received the highest awards against the competition of the world. Mr. Smith retired in 1874. Latterly, Mr. Wesson's sons, Joseph and Walter, have taken part in the management. Mr. Wesson is now connected officially with the water works in Leadville, Colo., and Independence, Ia., The First National Bank of Springfield, and The Bigelow-Cheney Wire Works. His wife is Cynthia M. Hawes of Northborough, whom he married May 26, 1847, and the children are Sarah Jeannette, wife of George J. Bull; Walter Herbert, Frank, Luther and Joseph Hawes Wesson. Mr. Wesson is an active Republican and often a delegate to conventions.

JOHN McMAHON WESTCOTT, manufacturer, Richmond, Ind., born near Liberty, Ind., in 1834, earned his first money by plowing corn for William L. John, at 25 cents per day. Educated at a country school and spending a part of each year in farm work, at the age of fifteen he secured a position with William F. Parshall at Lebanon, O., as clerk in a dry goods store, at a salary of \$60 for the first year. The pay grew better as he went on. In 1855, after six years' experience, he engaged in the dry goods business at Liberty, Ind., on his own account, but the panic of 1857 forced him to assign in 1858. In Piqua, O., he then kept books for four years at \$1 per day. In 1863, he settled permanently in Richmond, was employed in the grain business for four years, and in 1867 once more ventured to operate on his own account, this time in grain, and became successful. Jan. 1, 1873, he purchased a one-sixth interest in The Hoosier Drill Co., at Milton, Ind. From the time he took the financial management, the business grew rapidly. Gaining control in 1876 by buying for \$80,750 the stock of Isaac Kinsey, president of the company, Mr. Westcott moved the works into Richmond in 1878, and has since enlarged them several times. The capital of the company is nominally \$60,000, but the plant alone is probably worth \$600,000. The implements made are grain drills, corn drills, broadcast sowing machines and hay rakes. B. J. Westcott, a son, is now secretary, and Omar Hollingsworth and James A. Carr, sons-in-law, are respectively treasurer and superintendent. Mr. Westcott now owns a fine farm of 4,000

acres in the Solomon Valley, Kansas, bought about 1884, and raises wheat, corn, oats and rye, horses, cattle, hogs and sheep. His success is largely due to a rule, adopted early in life, to save 10 cents from every dollar earned. In his works, no men are employed who use intoxicants, and there has never been a strike in the factory. Mr. Westcott has built a fine church in Richmond almost entirely from his own funds, and every new enterprise for the welfare of the city is promoted by him. He is president of the Commercial club, which has built a fine hotel, covering one-fourth of a block.

GEORGE WESTINGHOUSE, Ph.D., manufacturer, Pittsburgh, Pa., was born, Oct. 6, 1846, at Central Bridge, Schoharie county, N. Y., son of George and Emeline Veder Westinghouse. His father's ancestors came from Germany and settled in Massachusetts and Vermont before the Revolution. Their marked characteristic as a family has been physical strength, combined with mental vigor and moral sturdiness. On his mother's side, Mr. Westinghouse is descended from a Dutch-English ancestry and can claim relationship with those who have been prominent along the lines of art, education and religious work.

In 1856, the family removed to Schenectady, N. Y., where the father, who was an inventor, established The Schenectady Agricultural Works. The son received his earlier and preparatory education in the public and high schools of the town, and, during that period, also spent much time in his father's machine shop, and he regards this opportunity to familiarize himself thoroughly with all kinds of machine work as of great importance in laying the foundation of his success. The experience referred to enabled him at the age of fifteen to invent and make a rotary engine, and also to gain a knowledge sufficient to pass at an early age the examination for the position of assistant engineer in the United States Navy. The same patriotic spirit which impelled one of his brothers to lay down his life as a soldier in the War for the Union, led George Westinghouse to leave school, and, in June, 1863, to enlist in the 12th New York National Guard for thirty days' service. The service being ended, he was discharged in July, and in November of the same year re-enlisted for three years in the 16th New York Cavalry, being chosen corporal. In November, 1864, he was honorably discharged, and, on Dec. 14, following, was appointed Third Assistant Engineer in the United States Navy and reported for duty on the *Muscoota*. He was transferred to the *Stars and Stripes*, June 4, 1865, and detached and ordered to the Potomac flotilla, June 28, 1865.

At the close of the War, resisting solicitations to remain in the Navy and wishing to continue his college studies, Mr. Westinghouse tendered his resignation and was honorably discharged, Aug. 1, 1865. Returning home, he entered Union college, where he remained until the close of his Sophomore year. Having found it difficult to resist the impulse toward experiment and invention, which has been such a marked trait of his mind and disposition and which moved him during his service in the Navy to invent a multiple cylinder engine, Mr. Westinghouse, after conference with President Hickok of Union college, and by his advice and appreciative suggestion, discontinued his classical studies, and entered upon active life to find a wider scope for his inventive genius.

In 1865, he invented a device for replacing railroad cars upon the track, which, being of cast steel, was manufactured by the Bessemer Steel Works at Troy, N. Y., twenty miles from Schenectady. Going to Troy one day, a delay, caused by a collision between two freight trains, suggested to Mr. Westinghouse the idea that a brake under

the control of the engineer might have prevented the accident. This was the inception and seed-thought of the air brake. The inventor began to think over the matter, and among the devices which his mind suggested was a brake actuated by the cars closing upon each other. No experiments were made, but the car replacer business was developed. In Chicago, in 1866, Mr. Westinghouse met a Mr. Ambler, inventor of a continuous chain brake, having a chain running the entire length of the train, with a windlass on the engine, which could be operated by pressing a wheel against the flange of the driving wheel of the locomotive, thus tightening the chain and causing the brake blocks to operate upon the wheels of the cars. Mr. Westinghouse remarked to Mr. Ambler that he had given some attention to the brake problem, but was met with the reply, that there was no use in working upon the subject as the Ambler patent covered the only practical way of operating brakes. Undiscouraged, because he believed Mr. Ambler to be mistaken, and his spirit and genius only roused by difficulties, as has so often been the case in his career, he gave himself more earnestly to the study of the subject.

His first plan was to use a steam cylinder under the tender to draw up the chain; and then, the use of a cylinder under each car, with a pipe to feed all the cylinders, was considered. Experiments and discussion with his brother showed the plan to be impracticable. In the course of reading, Mr. Westinghouse met with an account of the operation of the drilling apparatus in Mont Cenis tunnel, at a distance of 3,000 feet from the air compressor. The use of compressed air in drilling suggested to him its possible employment for the operation of the brake—compressed air being free from the objections to the use of steam. Having made drawings of the air pump, brake cylinders and valves, he explained them to the Superintendent of The New York Central Railroad, who declined to try the apparatus. After filing a caveat, he made the same request to the officers of The Erie Railroad for a trial, but with the same result.

In 1867, steel works were started in Schenectady by Mr. Westinghouse for the manufacture of the car replacer and reversible steel railroad frogs, but lack of capital proved a hindrance. After correspondence, the inventor was invited to Pittsburgh, where he made a contract with the Pittsburgh Steel Works to manufacture and to act as agent for the introduction of steel frogs. Travelling extensively, Mr. Westinghouse took every occasion to interest investors in the air brake, offering repeatedly to railroad companies the right to use the invention if they would bear the expense of a trial. In 1868, he met Ralph Baggaley, whom he interested in the description of the brake, and who, upon being offered a one-fifth interest if he would pay the expense of apparatus sufficient for one train, accepted the proposition. The apparatus being constructed, permission was given by the superintendent of the "Pan Handle" Railroad to apply it to an engine and four cars on the accommodation train running between Pittsburgh and Steubenville. This train was fitted in the latter part of 1868, and the first application of the brake prevented a collision with a wagon on the track.

The first patent was issued April 13, 1869, and The Westinghouse Air Brake Co. was formed July 20 following. The first orders for apparatus were from The Michigan Central Railway and The Chicago & North Western Railway. The brake had a number of imperfections, but changes were rapidly made, and it was brought into good condition in 1869, when works for manufacture were begun, being completed in 1870. Uninterrupted attention was given to details, so that the brake underwent many changes.

The policy of issuing no rights or licenses, but confining the manufacture to one locality and under one management, has not only been of the greatest possible use to the railroads in securing uniformity in brake apparatus throughout the United States and adjacent territory, but it has resulted in the erection of large works, equipped with the finest and newest machinery, at Wilmerding, thirteen miles from Pittsburgh. This has caused the construction of a beautiful town, finely lighted with electricity, well paved and sewered and possessing schools and churches.

In 1871, Mr. Westinghouse went abroad to introduce the air brake in England—a difficult problem, as the trains in Europe had hand brakes upon only what were termed “brake vans,” there being no brakes upon the other vehicles. Not only did this require the spending of seven years in Europe between 1871 and 1882, but it taxed inventive ability considerably to meet the new conditions of railroad practice.

In the meantime, Mr. Westinghouse invented the “automatic” feature of the brake, which overcame other imperfections in the first form, and removed the danger from the parting of trains on steep grades.

In 1886, he invented the “quick action” brake, the improvement being made in what is known as the “triple valve.” By this improved valve, it became practicable to apply all the brakes on a train of fifty freight cars in two seconds. The automatic and quick action brakes are regarded by experts as far surpassing the original brake in ingenuity and inventive genius. They are not mere improvements, but distinct inventions of the highest class, unique and remarkable. Simple in action, yet complicated in the details of its construction, the automatic brake is wonderfully efficient, and it has prevented many accidents, as when a portion of a train has escaped from the control of the engineer, while the quick action brake gives complete and instant control to the engineer over a train more than a third of a mile in length.

The patents taken out by Mr. Westinghouse are interesting in their variety, because they cover every detail from the front end of the engine to the rear of the last car, and include stop cocks, hose couplings, valves, packings, and many forms of “equivalents” of valves and other devices. Infringers of these patents have been invariably enjoined by the courts, which have declared the inventions to be of great value, pioneer in character and therefore entitled to very broad construction. Scientists unite in regarding the air brake in its completed form as one of the most remarkable inventions of the century, and its usefulness is attested by its almost universal adoption by the railroads of the world. As is usual in the experience of every valuable invention, many claimants for its honor have arisen. The decisions of the courts in upholding the Westinghouse patents destroy such claims, and the additional inventions, increasing the efficiency of the brake, are sufficient to establish the superiority of Mr. Westinghouse.

In 1883, Mr. Westinghouse became interested in the operation of railway signals and switches by compressed air, and developed and patented the system now manufactured by The Union Switch & Signal Co. To operate the signals, compressed air is used as the power and electricity as the agent to operate minute valves for setting the compressed air in motion. Under the patents obtained for this invention, The Union Switch & Signal Co. has introduced in Boston, Jersey City, Philadelphia, Chicago, St. Louis, and many other places, what is termed the “Pneumatic Interlocking Switch and Signal Apparatus,” whereby all the signals and switches are operated from a given point, using compressed air as the motive power and electricity to bring that power

into operation. Through this invention, the movement of signals and switches no longer requires considerable physical force, the operations being controlled by tiny levers, which a child can move. These plants are splendid illustrations of what can be accomplished by a proper combination of steam, air and electricity.

The development of the switch and signal apparatus finally led Mr. Westinghouse to take up the subject of electric lighting, and, having purchased some patents from William Stanley in 1883, he began the manufacture of lamps and electric lighting apparatus at the works of The Union Switch & Signal Co. In 1885, he purchased the Gaulard and Gibbs patents for the distribution of electricity by means of alternating currents, and in 1886 formed The Westinghouse Electric Co., and engaged actively in the manufacture and sale of all kinds of electrical machinery. The business rapidly developed, and in 1889 and 1890, this company absorbed The United States Electric Lighting Co. and The Consolidated Electric Light Co. In 1891, all of these properties were re-organized into The Westinghouse Electric & Manufacturing Co. This company has built most extensive works at East Pittsburgh, twelve miles from Pittsburgh, where about 3,000 operatives are employed. In the construction of these buildings, as in all the others under his management and control, architects have, by direction of Mr. Westinghouse, borne in mind the health and comfort of his employes and made every proper arrangement for their well being. His persistent and dominating desire has been, not only that the best class of operatives shall seek his employ, but that every just provision shall be made for their physical good.

In addition to this work of manufacturing electrical machinery, he became interested in electric lighting companies in New York, Philadelphia, Baltimore and Pittsburgh, and has given great attention to the problem of the generation and distribution of electricity for commercial purposes.

In 1881, The Westinghouse Machine Co. was formed to manufacture engines designed by H. H. Westinghouse, brother of the inventor. Becoming largely interested in it financially, the latter was made its president, and the business has developed into one of large proportions, with extensive works at East Pittsburgh.

In 1884, natural gas having been brought from Murrysville to Pittsburgh, Mr. Westinghouse suggested that drilling might develop natural gas in Pittsburgh; and, carrying out this suggestion, he drilled a well on the grounds of his own residence, resulting in the production of gas in enormous quantities. An ordinance was enacted by the city authorizing him to lay pipes under the streets, and he purchased the charter of what is known as The Philadelphia Co., having the power to carry on the natural gas business, no law relating especially to this business being in existence at that time. This company has laid about 900 miles of pipe, some of it three feet in diameter, for the conveyance and distribution of natural gas. Mr. Westinghouse was the first justly to appreciate the perils and requirements involved in the distribution of such enormous quantities of this almost odorless gas, under great pressure, with the possibility of leakage at every joint. Not only did he provide for this leakage by special appliances for conveying the waste gas to the surface, where it would be harmless, but also foresaw the need of large pipes for the reduction of friction when the pressure should decrease. His theory of the utility of pipes of large diameter was ridiculed, but experience has justified his sagacity. The work of The Philadelphia Co. contributed very largely to the re-establishment of Pittsburgh in the iron and steel business.

In 1892, it became necessary to produce incandescent lamps, which did not infringe on the patents of other gentlemen, and Mr. Westinghouse began manufacturing on a large scale the lamps designed by Sawyer and Man, made in two parts, the patents for which were owned by The Westinghouse Electric & Manufacturing Co.; and he also established a glass works known as The Westinghouse Glass Factory, to produce the necessary glassware.

Mr. Westinghouse possesses not only a remarkable inventive ability, a genius for mechanical problems, and an astonishing versatility of thought and accuracy of memory, but also the most practical acquaintance with every mechanical detail. The hours of his boyhood in his father's machine shop gave him a thorough apprenticeship. Problems in mechanics have become a pastime with him, and experience has given him almost an intuitive power to discern obstacles and the way to remove them. He possesses a great familiarity with financial questions and business administration. He has more than mechanical genius, for his literary and classical education, his travel and wide experience and contact with men, have fitted him to grasp and control the great schemes which his ability has either created or acquired. Never buying a share of stock for speculative purposes, and his constant desire being so to manage each business that it shall return to its stockholders a regular and legitimate interest on their investments, he has been sought for the management and enlargement of many projects, in which his advice and experience would be most valuable. Thus, at the present time, he is interested in the following companies, being president of all except one: The Westinghouse Air Brake Co.; The Westinghouse Brake Co., Ltd., London, England; The Westinghouse Electric & Manufacturing Co.; The Westinghouse Electric Co., Ltd., London, England; The Westinghouse Machine Co.; The Westinghouse Co., Schenectady, N. Y.; The Westinghouse Glass Factory, The Philadelphia Co., The Allegheny Heating Co., The Allegheny County Light Co., The Union Switch & Signal Co.; The United Electric Light & Power Co., New York; The Pittsburgh Meter Co.; The Brush Electric Co. of Baltimore; The East Pittsburgh Improvement Co., The Turtle Creek Valley Water Co. and The Standard Underground Cable Co. The combined capitals of these companies is \$41,000,000, and their gross annual business is about \$20,000,000. These various companies own, control or are interested in upwards of 3,000 patents in the United States and various foreign countries.

Mr. Westinghouse is a member of the Union League and Lawyers' clubs of New York and of the Duquesne and Pittsburgh clubs of Pittsburgh.

August 8, 1867, at Brooklyn, N. Y., he was married to Miss Marguerite Erskine Walker, and to them one child, George, has been born. Mr. Westinghouse regards the sympathy and strong qualities of mind and heart of his wife as being important factors in his success.

In 1884, he received from the King of Belgium the decoration of the Order of Leopold, and, in 1889, from the King of Italy the decoration of the Royal Order of the Crown of Italy. In 1890, Union college gave him the honorary degree of Doctor of Philosophy.

ABIJAH WESTON, lumberman, Painted Post, N. Y., is a son of James D. Weston, and his wife, Lela Adams, and thus is of mingled Scottish and, through the Adams family of Connecticut, presumably English descent. Born in Luzerne, Warren county, N. Y., Sept. 23, 1822, Mr. Weston has passed his life chiefly in the lumber trade, in

which field he has risen slowly to a commanding position. The village of Painted Post, where he now lives, is by no means the only scene of his business activity. He is the owner of large tracts of pine lands on the upper peninsula of Michigan, and one of the heaviest holders of stock in The Chicago Lumbering Co., The Manistique Lumber Co. and The Weston Lumbering Co., which have large saw mills at Manistique, Mich. He is a large owner, also, in the firms of Weston, Dean & Aldrich, of Gouverneur, N. Y., and Bronsons & Weston, of Ottawa, and various other lumber and manufacturing concerns, and president of A. Weston & Co., private bankers in Painted Post. Mr. Weston's early struggles were, in part, with the usual obstacles which a poor man must conquer or always remain poor, but partly with the policies of the Buchanan administration at Washington, whose mismanagement of affairs, however, he succeeded in surviving. His recent struggles have been mainly with the policies of the Cleveland administration. Mr. Weston is capable, honest and a good business man, and has never had much trouble in making his way whenever common sense has ruled in public affairs. He has read THE NEW YORK TRIBUNE for forty-five years, and hopes to live to see un-American policies laid to rest, for the balance of his life, at any rate.

JOSEPH WHARTON, financier, born in Philadelphia, March 3, 1826, son of William and Doriah Fisher Wharton, is of the lineage of Quaker colonists of 1682 and 1683. Three years of his boyhood were spent on a farm in Chester, but he was educated by private tutors in Philadelphia, and in 1845 began life in that city as a clerk. In 1847, with a brother, he started a white lead factory, which was carried on a few years and sold. A few small ventures were made in business and in 1853 Mr. Wharton took charge of the mines of The Lehigh Zinc Co. at Bethlehem, Pa., and, later, of the company's zinc oxide works. In 1857, he leased the works, afterward becoming the company's employé again, and in 1860 built for the company the first successful spelter works in the country and operated them until April 1, 1863. Mr. Wharton then engaged in the manufacture of nickel in Camden, N. J., and has since shown much ingenuity in inventing new and useful applications of this metal, including nickel magnets for ships' compasses, malleable nickel, etc. In 1885-86, Mr. Wharton visited Europe in the interest of The Bethlehem Iron Co. and after his examination of foreign methods, the company entered upon a policy which has converted its works into one of the best appointed steel establishments in the world. Case hardened Harveyized steel plates for ships' armor were first made in these works and are now one of its leading specialties. Mr. Wharton is interested in various copper and iron mines, glass factories, railroads and iron mills, is the author of many essays on industrial topics, has always declined public office, and is a Republican in politics and a Friend in religion. The Wharton School of Finance and Economics was founded by him, and he is president of the managers of Swarthmore college.

CHARLES WHEELER, manufacturer, a native of Philadelphia, Pa., where he always lived, born Aug. 22, 1827, died in New York city, Aug. 16, 1883. Mr. Wheeler had the good fortune, after school days were over, to be taken into the office of the foundry firm of Morris, Tasker & Co., in 1847, as an errand boy. Being diligent and attentive, he was in time promoted; and when Wistar Morris retired, in 1853, the latter sold his interest to the young man, greatly to the surprise of friends, giving him ample time to pay for the same. Mr. Wheeler was entirely without capital and yet was able



A. Wheeler



A. H. H. H.

to pay half a million dollars for Mr. Morris's interest out of the profits within two years. In 1864, Mr. Wheeler sold his interest for \$800,000, and devoted himself to management of The Fairmount Iron Works, which he then owned, and The Central National Bank, which he had helped organize in 1865, and of which, after 1872, he was vice president. When the city took for Fairmount Park the land upon which Mr. Wheeler's iron works were situated, that business was abandoned, and, in 1876, Mr. Wheeler re-entered the old firm of Morris, Tasker & Co., as chief partner. Under his management, the business was widely extended. His partners and he were owners in The Pascal Iron Works of Philadelphia and The Delaware Iron Co. of New Castle, Del. He was also partner in the dry goods house of John Farnum & Co., and a director in The Insurance Company of North America, The Girard Insurance Co., The Cambria Iron Co., The Lehigh Coal and Navigation Co., The Pottstown Iron Co., The Crane Iron Co., The Connellsville Coal & Coke Co., The Western Savings Fund, The Central Bank, The First National Bank of Bradford, Pa., and The Seaboard Bank of New York city. In politics a Republican, he was a member of the Committee of One Hundred. He frequently declined political office. His wife Susan, daughter of John Farnum, and eight children survived him. The family were Protestant Episcopalians.

JOHN WILSON WHEELER, manufacturer, born in Orange, Mass., Nov. 20, 1832, son of Wilson and Catharine Holmes Wheeler, grew to manhood in a rural region and was educated in the public schools. With a natural love for tools, he began life as a carpenter, but saw little prospect for advancement, and so went into a general store as a salesman. After six years' experience, he started a store on his own account and conducted it, 1863-67. In 1867, Mr. Wheeler engaged in the manufacture of sewing machines in Orange, in the firm of Johnson, Clark & Co., and in that firm to some extent, and certainly in its successors, The Gold Medal Sewing Machine Co., formed in 1869, and The New Home Sewing Machine Co., formed in 1882, he has been a leading spirit. The original shops were small, but have grown into a large factory, producing 400 sewing machines a day, and constituting the principal support of a township of about 5,000 inhabitants. Mr. Wheeler is secretary and treasurer of the company. He is also president of The Orange Savings Bank, director in The Orange National Bank, shareholder in coal and insurance companies, and the owner of a beautiful farm near Orange, where he finds recreation in raising fine horses and cattle.

NATHANIEL WHEELER, president of The Wheeler & Wilson Manufacturing Co., was born, Sept. 7, 1820, in Watertown, Conn., and died at his home in Bridgeport, Conn., Dec. 31, 1893. He was the son of David and Sarah De Forest Wheeler, and traced his lineage to Moses Wheeler, who made his way to the new world from London, Eng., in 1638, settled in New Haven in 1641, and, about 1643, made his home in the village of Stratford, Conn., near the Housatonic river, where he lived to the age of one hundred years.

Upon the farm of David Wheeler, there was a small shop in which he employed a few men in making carriages and sleighs. Nathaniel, his son, undertook the painting of the carriages and sleighs, when old enough, and in 1841, being then of age, took charge of the entire business on his own account, and managed it with no little success for five years, his father retiring to the farm. About 1846, Mr. Wheeler engaged in the manufacture of buckles and slides for hat bands. Warren & Woodruff were also making similar articles in Watertown, and, in 1848, the two concerns united under

the name of Warren, Wheeler & Woodruff. A new factory was built and Mr. Wheeler took charge of it. The factory being larger than needed, Mr. Wheeler made several visits to New York to discover what new articles there were to the making of which their facilities were adapted. It was while in town on one of these expeditions, in December, 1850, that he heard of Allen B. Wilson's sewing machine, then on view in a room in *The New York Sun* building on Nassau street. Greatly impressed after an inspection of this machine, Mr. Wheeler entered into negotiations with E. Lee & Co., who controlled the patent, and finally closed a contract to make 500 machines in the Watertown factory. He engaged Mr. Wilson to superintend the manufacture and perfect the machine. Relations with E. Lee & Co. were soon terminated, but the success of the new machine so inspired Mr. Wheeler that, after consultation with his old partners, he organized with their aid the firm of Wheeler, Wilson & Co., and engaged in the manufacture of sewing machines as a separate enterprise. Mr. Wilson had already made notable improvements upon his original device, and many ingenious suggestions originated, as they went on together, with Mr. Wheeler.

It was no easy task to introduce a sewing machine to the world. The pioneers in this industry, as in all others where new methods are about to take the place of old ones, encountered the tremendous inertia of popular opinion and in many cases direct opposition. It was during this formative and critical period of the industry that Mr. Wheeler's capacity for making others see what he saw himself, his ingenuity in convincing the skeptical, his courage, geniality, enthusiasm and tenacity of purpose, found their highest expression. He went everywhere with the machine, met all sorts and conditions of men and women, had his assistants show them how the machine worked and what it could do, and gradually made an honorable and peaceful conquest of the public good will. New York, Philadelphia, Boston and other progressive cities were visited in turn, and the whole business of introducing the Wheeler & Wilson machine to the public notice was carefully and thoroughly organized. It is not in the least necessary to dwell upon the mechanical excellence of this invention, or the boon which it conferred either upon humanity at large or individual workers in homes. Suffice it to say that these machines were brought nearer to perfection with each year. The time soon came when the factory in Watertown could not produce them rapidly enough to meet the demand. When several hundred machines had been sold, the new enterprise attracted the attention of outside capital, and, in October, 1853, in response to an expressed desire, The Wheeler & Wilson Manufacturing Co. was organized by the firm, with a capital of \$160,000—\$100,000 for the patents and \$60,000 for the plant and stock on hand. The new stockholders paid \$70,000 for their shares and gave notes in payment, which were liquidated promptly, as they fell due, out of the profits. Poor health compelled Mr. Wilson to retire at that juncture, but he received a regular salary thereafter, without personal services, and in addition considerable sums of money upon the renewal of his patents. He retired to an estate on the Naugatuck river opposite the city of Waterbury, and dwelt there until his death.

Mr. Wheeler was president of the company from first to last. In time, the sewing machine found its way to all parts of the civilized world, and the original output of one machine a day was increased to 600. Americans who have been the means of lightening the labors of the human race have always been honored, not only in their own

country but abroad, and Mr. Wheeler's display at the World's Fair in Vienna in 1873, won from the Austrian Emperor the Cross of the Order of Francis Joseph, and after the display at the Exposition in Paris, in 1889, he received the Cross of the Legion of Honor. Up to the present time, the sales of the Wheeler & Wilson concern have amounted to about 1,500,000 machines.

In 1856, the works of The Jerome Clock Co. in Bridgeport, Conn., were bought and the industry concentrated there, and Mr. Wheeler created by successive additions a large and important plant. It should be recorded here that some of the improvements in the Wheeler & Wilson machine and several other inventions originated with Mr. Wheeler, and his patents covered, among other things, wood filling compounds, now in general use, a power transmitter clutch, an improvement for polishing needle eyes, a refrigerator, ventilating arrangement for railroad cars, and a system of ventilation and heating for houses.

In his later years, Mr. Wheeler became connected with many industrial and other corporations in Connecticut, and was especially a director of The New York, New Haven & Hartford Railroad, The Willimantic Linen Co. and The City National Bank, and president of The Fairfield Rubber Co. He was several times elected to the Common Council of Bridgeport, and in 1871 to the Legislature, and served in 1873 and 1874, as State Senator, being also a most efficient and useful member of the local Board of Education until he resigned, and one of the building committees of the County Court House, the Bridgeport High School and the State Capitol. For thirty-six years, he was an active spirit and an important element in the life of Bridgeport—public spirited, liberal, high minded and broad, and always laboring for the general welfare of the place. A strong physique and rugged health fitted him for protracted labor, and he always enjoyed work. Of horses, he was fond, and the stables at his home on Golden Hill were well filled. He was the founder and first president of the Seaside club, and a vestryman of St. John's Episcopal church, toward whose funds he generously contributed.

Mr. Wheeler was twice married, first in 1842 to Miss Huldah Bradley of Watertown, who died in 1857, and of their four children, two are living, Samuel H. Wheeler of Chicago, and Ellen B., wife of Edward Harrall of Fairfield, Conn. Miss Mary E. Crissy of New Canaan, was his second wife, and the mother of four children, two of whom survive with their mother, Arthur Crissy and William Bishop Wheeler.

JOHN WILLIAM WHEELWRIGHT, dry goods merchant, Boston, was born in New York city, Feb. 1, 1829. His family are of English descent. He was educated in the Boston high school, and began life as a clerk in the employment of a domestic dry goods commission house in Boston. He rose, in time, to partnership, and has been connected with the house through all the changes in its personnel for forty years. Mr. Wheelwright has conducted his business with enterprise and ability, and has risen to the rank of one of the leading merchants in Boston.

JOSEPH REED WHIPPLE, hotel man, Boston, Mass., was born in modest circumstances in New Boston, N. H., Sept. 8, 1842. At first a farmer and teamster, Mr. Whipple went to Boston in 1862 and found employment in a meat market, and there obtained a technical knowledge of meats, poultry and game, of which he has since made good use. Securing a position in the Parker House, finally he rose by good work to the position of steward, and, on March 1, 1876, to that of part proprietor of

another house, the firm of Hall & Whipple being formed to lease and manage Young's Hotel. Mr. Whipple has since made that hotel an excellent and popular stopping place. After the death of Mr. Parker, Mr. Whipple leased the Parker House, and now, as president of The J. Reed Whipple Hotel Co., conducts both hotels with success. Sept. 2, 1865, Mr. Whipple was married to Rose Higgins in Boston, and this union has brought them two children, Lizzie May and John Reed Whipple.

GEORGE HENRY WHITCOMB, manufacturer, Worcester, Mass., son of David Whitcomb, hardware merchant and tinware manufacturer, was born in Templeton, Mass., Sept. 26, 1842. Great pains were taken with his education at Phillips academy at Andover and Amherst college. In October, 1864, Mr. Whitcomb went into the manufacture of envelopes in Worcester, and met with such marked success, that in 1867 his father sold the hardware business and joined the son as a partner in G. Henry Whitcomb & Co. The business was rapidly developed and in 1884 was incorporated as The Whitcomb Envelope Co. The Whitcomb envelope machinery is so much superior to that in use in England that the English makers are now buying it. Mr. Whitcomb now has large investments in real estate, both in the East and the West, and is a man of fortune. For politics he does not care, but he has done a great deal of work as trustee of Amherst and Mount Holyoke colleges and The Worcester Polytechnic Institute, and is a corporate member of The American Board of Foreign Missions and one of the Prudential Committee. Oct. 11, 1865, he married Abbie Estabrook in Dayton, O., and is the father of Henry Estabrook, Emma, David and Ernest Miller Whitcomb.

ALEXANDER WHITE, pioneer merchant, Chicago, Ill., born in Elgin, Scotland, March 13, 1814, became one of the early settlers of Chicago, arriving in the Spring of 1837. He was the first dealer in works of art in Chicago and attained great prosperity. From 1857 to 1867, he devoted his attention largely to the improvement of real estate. In 1859, Mr. White built at his own house the first art gallery attached to a residence in Chicago but in 1866, during a popular furore for fine art, sold this gallery at auction. By 1869, he had gathered a more modern collection of 160 excellent pictures. Later, having returned from Europe with a third collection, he was induced, by heavy losses in the fire of 1871, to sell all of his art treasures at auction in New York city. Mr. White was also noted for his fondness for flowers. His camellias and orchids constituted the most complete collection in the Northwest. Mr. White died in 1892, leaving a fortune of about \$3,000,000 to his heirs.

PROF. ANDREW DICKSON WHITE, born in Homer, N. Y., Nov. 7, 1832, moved, at the age of seven, with his parents, to Syracuse, N. Y. He took a year's study at Hobart college and a course at Yale college, ending in 1853, and then devoted two years to historical study in Europe, and travelled on foot to many historic places, chiefly in France and Germany. Six months' experience was also given him as an attaché of the American Legation in St. Petersburg. Returning to America, in 1856, Mr. White spent another year at Yale college in historical study, and then became Professor of History and English Literature in the University of Michigan and an enthusiastic student of the topics with which he had to deal. Application impaired his health, and, in 1862, compelled him to resign. Meanwhile, by the death of his father, in 1860, he had come into the possession of a fortune, and the care of this property demanded assiduous attention. Too active to abstain from some part in affairs, how-

ever, he was honored, in 1862 and 1864, by election from Syracuse to the State Senate. In 1867, Professor White became first president of Cornell university, and, during eighteen years of laborious duty in that institution performed services of notable value, organizing the college and contributing over \$200,000 from his own funds to supply facilities which were needed. In 1885, the presidency was resigned, but Professor White remained a trustee of the institution. He was appointed Minister to Germany in 1879, returning to America in 1881, and, in 1892, was appointed Minister to Russia. President White has published many books and essays. He has been president of The Syracuse National Bank, and is a member of the Union League, Century and Commonwealth clubs of New York city.

CYRUS WHITE, Rockville, Conn., was the largest manufacturer of envelopes in the world. Born in Richford, Vt., in November, 1814, he died, May 10, 1891, in Rockville. After a few years of labor, he removed in 1838 to the village of Rockville and opened a blacksmith shop. Iron work occupied him for many years. In 1858, in the firm of White, Corbin & Co., he began the manufacture of envelopes on a small scale, employing machinery for the purpose. Success rewarded this enterprise, and Mr. White gradually developed his plant until its capacity reached 2,000,000 envelopes a day. He was the principal owner of a gingham factory also, and built the first opera house in Rockville and was a large owner of tenement houses.

FRANCIS WHITE, financier, Baltimore, Md., born in Perquimans county, N. C., March 25, 1825, is a son of Miles and Elizabeth Albertson White, both descendants of families which settled in North Carolina about the middle of the seventeenth century. Miles White (born, Aug. 30, 1792, in Perquimans county, died March 12, 1876) had been a merchant and vessel owner in Elizabeth City, N. C., until 1849, when he moved up to Baltimore, operated largely in real estate, took the presidency of The People's Bank at its organization, gave \$100,000 to found The Miles White Beneficial Society, and died a rich man. Francis graduated from Haverford college and passed the early part of his career in the flour and grain commission business. He retired in 1873. From his father, in 1876, he inherited a large amount of real estate in Baltimore and Memphis, 7,000 acres of land in Iowa, and much other property. To these possessions he has added by careful management. He is a director in The National Farmers' & Planters' Bank, The Eutaw Savings Bank, The Safe Deposit & Trust Co., The Georges Creek Coal & Iron Co., and The Peabody Fire Insurance Co., trustee of Johns Hopkins Hospital and Johns Hopkins university, and a manager of The Maryland State Insane Asylum and Maryland Historical Society, as well as of several charitable and philanthropic institutions. Liberal contributions have been made by him to scientific and benevolent objects. He is a member of the Maryland Athenæum, University and Merchants' clubs. In December, 1854, Mr. White married in Baltimore Jane E. Janney, a niece of Johns Hopkins, founder of the Johns Hopkins hospital and university, and they have three children living, Miles, Frances A. and Richard J.

HORACE WHITE, merchant and banker, Syracuse, N. Y., born in Homer, N. Y., April 19, 1802, died in Syracuse, Sept. 5, 1860. His father removed, in 1798, at the age of twenty-four, from his birthplace, Monson, Mass., and settled in Homer. Circumstances compelled young Horace to earn his own support, and at the age of fourteen, he made a start as clerk for two years in the store of Horace Hill in Auburn, followed by clerkship in Albany. Jedediah Barber, a merchant of Homer, then offered him a

better position and he remained with Mr. Barber for ten years, retiring then to a farm to recruit his health. In 1838, John Wilkinson and Mr. White organized The Bank of Syracuse with a capital of \$200,000, Mr. White being the cashier, and this institution enjoyed great prosperity and was, perhaps, the leading bank in the city. Mr. White was also a director of The Onondaga County Bank and active in the railroad enterprises which took the place of the old stage lines, and helped create The New York Central system, being a director of the new company. In 1847, he was one of the original directors of The Oswego & Syracuse Railroad, and, in 1851, treasurer of The Syracuse & Binghamton Railroad. With Robert Gere and Hamilton White, he also founded The Geddes Coarse Salt Co. Mr. White felt able to retire from business in 1856. He was an Episcopalian, a warden of St. Paul's church, and a liberal donor to works of charity and philanthropy. Married, in 1831, to Miss Clara Dickson, two sons survived him, Andrew D. and Horace Keep White. Horace K. White is now prominent in affairs in Syracuse. The Empire House block and the White Memorial block belong to him and his brother, and he is treasurer of The Geddes Coarse Salt Co.

JAMES B. WHITE, merchant, Augusta, Ga., emigrated at the age of sixteen to America from the North of Ireland, where he was born in 1850. Obligated to work for his living, he finally opened a store in Augusta, Ga., with about \$6,000 capital, under the name of J. B. White & Co. No family cares have ever shortened his hours of active labor or led him into social display, and he has given himself up entirely to business. Several retail stores on Broad street and two wholesale stores on Eighth street are denotements of his enterprise. He has also bought cotton to some extent, made large profits and latterly invested considerable sums in real estate. He is active in the management of his varied interests, and is yet a bachelor.

MORDECAI MORRIS WHITE, banker, Cincinnati, O., descends from Henry White, Virginia, 1649, land owner. The family were Quakers, and to gain religious liberty they moved in the early days to North Carolina, becoming large planters and slaveholders. The subject of this sketch, born in North Carolina in 1830, son of John White and a daughter of Mordecai Morris, spent his childhood alternately in Washington county, Ind., whither his father had removed in 1830, and on his grandfather Morris's plantation in North Carolina. At the age of fifteen, he travelled from Indiana to North Carolina on horseback, taking three horses for sale. In 1846, Mr. White and his brother inherited 2,400 acres of wild land in Indiana and the ancestral plantation in Pasquotank county, N. C., with a number of slaves. Mr. White graduated from Earlham college in 1850, took a commercial course in Cincinnati and a clerkship in Philadelphia at \$50 a year, and then, in 1853, went into the grocery firm of Wells, White & Co. in Cincinnati, from which he retired in 1874 with a fortune. In 1855, Mr. White, mounted on horseback, led his troop of slaves on foot from North Carolina to Norfolk, Va., transported them to Ohio and set them free. In 1861, the brothers helped establish the bank of Hewson, White & Co., which dissolved in 1873, Mr. White becoming a director of The Fourth National Bank which succeeded. He has been president since 1883, and prominent in banking circles. Mr. White is generous, agreeable, unostentatious and dignified, and a strong temperance man. In 1858, he married Hannah Amelia, daughter of Elijah Coffin, and has four children—Frances, now the wife of John Gates; Alice, who married Theodore W. Cramp; Susan Morris, and Helen L. White.

NATHANIEL WHITE, express and railroad manager, who died in the plenitude of his powers, Oct. 2, 1880, in Concord, N. H., was a descendant of William White of Norfolk county, Eng., pioneer, who at the age of twenty-five landed at Ipswich, Mass., in 1635, and settled in Newbury, and, in the wild woods of America, found the religious liberty which he had come to seek. His lineage bore their part like men in the labors, battles and trials of succeeding years and Nathaniel White, grandfather of the subject of this memoir, carried a sword in the American Revolution.

Nathaniel White, oldest child of Samuel and Sarah Freeman White, was born Feb. 7, 1811, in Lancaster, N. H., and grew to manhood in a loving, judicious and Christian family, acquiring there a strength and purity of character which distinguished him through life and made him proof against every temptation. A school boy until fourteen, he then took the first lessons of practical life as clerk in a store in Lunenburg, Vt. Next year, Gen. John Wilson of Lancaster took charge of the Columbian hotel in Concord, and offered Nathaniel a place in his employment. The boy accepted and arrived in Concord, Aug. 25, 1826, with a shilling in his pocket as his total capital. Until of age, his wages belonged to his father; but the young man saved his perquisites until he had accumulated \$250, rose to be clerk of the hotel and in 1832, partly with the only money he ever borrowed, bought an interest in the stage line from Concord to Hanover, and drove one of the stages in person for a few years. This experience determined his vocation for life. Steam railroads had not yet reached the capital of New Hampshire, and stages were the approved vehicles of travel. Mr. White carried passengers of course, but baggage, mail bags and parcels as well. His debt was paid in one year's time.

In 1838, with Capt. William Walker, Mr. White started an express business to Boston by way of Lowell, making three trips a week and delivering packages in person, winning a distinct reputation for promptitude and accuracy. In 1842, when the railroad to Concord was finally finished, two or three associates in the old stage lines, Mr. White included, joined in an effort to keep control of the freighting of packages, by organizing an express company to do business between New England and Canada. Through their knowledge of the business, their sense and energy, and largely through the ability of Nathaniel White, they created a profitable business. When Mr. White, in company with Benjamin P. Cheney of Boston, purchased the entire interest in the business, afterward known as The United States & Canada Express Co., the enterprise became a splendid investment, and when The American Express Co. finally bought the interests of the partners in 1880, Mr. White retired with a fortune.

Besides a farm of 400 acres, southwest of Concord, a Summer retreat on Lake Sunapee and real estate in Concord and Chicago, Mr. White had extended interests in ships, factories, hotels and railroad corporations, and was a director of The Manchester & Lawrence, The Franconia Notch & Profile and The Mount Washington Railroads, The National State Capital Bank and The Loan & Trust Savings Bank. He was a trustee of several public institutions, and always noted for large-heartedness and benevolence. Mr. White was always a strong, practical, temperance Republican, and, in 1875, was nominated by the Prohibitory party of New Hampshire for Governor, and next year attended the Republican National Convention as a delegate from his State. In the Spring of 1880, he served as Presidential Elector.

Nov. 1, 1836, Mr. White married Armenia S., daughter of John Aldrich, then of

Boscawen, N. H., but born and brought up in Mendon, Mass., of good Quaker lineage. Seven children were born to them. Three of the children have since passed away, but Mrs. White to whom her husband often said he owed much of his success in life, yet survives.

RALPH HUNTINGTON WHITE, merchant, Boston, Mass., is a son of Joseph and Sophia Huntington White, and was born in Hinsdale, Mass., Jan. 11, 1841. He began life as the son of a farmer among the Berkshire hills, and as a boy sold apples at the railroad trains. At the age of eighteen, he entered a dry goods store in Boston as a salesman, and in 1862 invested the small amount of capital he had saved in a modest dry goods business in the firm of Tower & White. Shortly afterward the firm of Wilcox, White & Co. was founded and Mr. White became the buying partner. Mr. White made money rapidly and March 1, 1865, in company with a brother, formed the firm of R. H. White & Co., which, by continual enlargement of its sales, has come to transact a business of about \$8,000,000 a year. In 1876, he removed from Winter street to Washington street and his store has been enlarged to more than twice its original capacity. His firm is among the most progressive and sagacious in Boston. Dec. 25, 1863, he married Ellen M. Tucker, and to them have been born Annie Huntington, Emily Hall, Edith and Ralph Herbert White.

WILLIAM WHITING, manufacturer, Holyoke, Mass., was born in Dudley, Mass., May 24, 1841, son of William B. and Elizabeth Whiting. From the high school, at the age of seventeen, he entered the service of The Holyoke Paper Co., as bookkeeper. He mastered the business, became salesman and eventually manager of the paper mill, and in 1865 organized The Whiting Paper Co., which has been a remarkably successful concern. Mr. Whiting is now one of the most prominent men in Holyoke, Mass. His company manufactures fine writing paper, and has two mills, producing twelve tons a day, employing 500 operatives and disbursing \$200,000 a year in wages. They have depots in New York city and Philadelphia. In 1872, Mr. Whiting became president of The Holyoke National Bank, and is now, in addition, not only president of The Whiting Paper Co. and The Whitmore Manufacturing Co. of Holyoke, and The National Blank Book Co. of New York, but director of The Connecticut River Railroad, The Boston & Maine Railroad, The Chapin National Bank of Holyoke, and The Washington Trust Co. of New York. Interested in public affairs, he was a State Senator in 1872, City Treasurer for two years, Mayor of Holyoke the same length of time, and member of the 48th, 49th and 50th Congresses, and has otherwise been active in politics. Mr. Whiting possesses a beautiful farm near the city of Holyoke, commanding an extended view of the Connecticut river valley, and has supplied this estate with thorough bred cattle and other live stock. In 1862, he married Annie M. Fairfield, and to them have been born two sons, William F. and S. R. Whiting.

NATHANIEL McLELLAN WHITMORE, lawyer, Gardiner, Me., is an example of what may be done by quiet perseverance, economical living and steady accumulation. He was born in Bowdoinham, Me., Oct. 1, 1812, and received his education at Bowdoin college. Having received authority to practice law, and gradually attracting a goodly number of profitable clients, he has followed up the opportunities for investment which the law distinctly affords, and, through loans, a financial partnership with a railroad contractor and other operations, has become the principal moneyed man of his city, and is greatly respected for his soundness of character.

CHARLES WHITNEY, merchant, Boston, Mass., and a native of Watertown, Mass., Dec. 11, 1827. died suddenly at the Woodland Park Hotel, Auburndale, Mass., Sept. 18, 1887. He was first a farmer, then a clerk in Lowell, and then a lumber merchant in Lowell. In time he extended his lumber trade to Boston, and his firm of Skillings, Whitney & Co., known later as The Whitney & Barnes Lumber Co., enjoyed almost a monopoly of the sale of western lumber in Boston for years, and owned immense tracts of land in the West. Mr. Whitney also carried on banking as president of The Wamsett National Bank of Lowell and director in The Eliot National Bank of Boston, but during his later years paid little attention to details. In 1879, he bought the Hotel Vendome on Commonwealth avenue in Boston, then a private apartment house, and, by the addition of several hundred rooms at a cost of over \$1,000,000, made it probably the finest hotel in the city. It is beautifully located and attracts travellers of the highest class. At one time, a large area of Back Bay lands belonged to him. Mrs. Sarah K. Whitney, his wife, survived him only a short time. His daughters are Ada M., wife of James Davis, and Miss Kate A. Whitney.

THOMAS WHITRIDGE, shipping merchant, Baltimore, Md., died at his home, adjoining Druid Hill Park, in that city, Oct. 27, 1883, at the age of eighty-two, leaving an estate of \$4,500,000. John Whitridge, M.D., his father, lived in Tiverton, R. I., and there Thomas was born, third among nine children who grew to maturity. Both branches of the family originated in England, and the pioneer of the paternal line is believed to have come to America with Governor Winthrop in 1630. John Cushing, a Colonel in the American Revolution, was the maternal great grandfather. About 1820, the Whitridge family settled in Baltimore, and in 1826 Thomas started in the shipping business in a warehouse on the water front, standing next to that of Thomas Pierce, the next oldest merchant in the Rio trade. For many years, these two merchants imported more coffee to the United States than any other men in the country. Baltimore clippers were famous ships in their day, good and safe carriers, staunch and fleet, and many of them belonged to Mr. Whitridge, including the ships *Gray Eagle*, *Annie Bower* and *Mary Whitridge*, and the barks *Zamoyden*, *Aquidneck*, *Mondamin*, *Henrietta* and others. The two last named were burned by the Confederate cruiser *Alabama* during the Civil War; and the *Annie Bower* went down at sea. Mr. Whitridge was the owner of large warehouses, and from 1836 until his death a director of The Farmers' & Planters' Bank. The Whitridge family was a large and influential one, and although the subject of this memoir left no direct descendants, he was related to many others of the name who occupied high positions. John A. Whitridge, a nephew, is a prominent banker and broker of Baltimore, and another nephew, William Whitridge, is a physician. More than thirty persons received legacies in the will of Mr. Whitridge, and he gave \$100,000 to The American Unitarian Society and \$15,000 to The Home for the Friendless.

JOHN HOWARD WHITEMORE, a manufacturer, Naugatuck, Conn., a native of Southbury, Conn., was born Oct. 3, 1838. His parents were the Rev. W. H. Whittemore, a graduate of Yale college in 1825, and Maria Clark Whittemore. For three years the young man was a clerk for E. D. Morgan & Co. and Shepard & Morgan in New York city. Sept. 1, 1858, he began business in Naugatuck. It is in the manufacture of malleable iron that Mr. Whittemore has attained his most pronounced distinction. He is president of The Naugatuck Malleable Iron Co. and The Bridgeport

Malleable Iron Co., the former a large concern with branches in several cities. The business is now identified with The National Malleable Castings Co., a large corporation with \$3,000,000 of capital, and plants in Chicago, Cleveland, Toledo and Indianapolis. Mr. Whittemore is a director in this company, and in all in twelve manufacturing concerns, East and West. He was married, June 10, 1863, to Julia A. Spencer, and Harris and Gertrude B. Whittemore are their children.

WILLIAM FRANKLIN WHITTIER, one of the most intrepid and successful merchants of San Francisco, Cal., arrived on the Pacific coast a little more than forty years ago, entirely without capital, and has had the honor to develop from a modest beginning, by wisely directed energy, the greatest commercial house of its class in the United States, and to attain to fortune, reputation, and the cordial respect of the business world. Born in Vienna, Kennebec county, Me., Jan. 17, 1832, the son of a farmer and descendant of an English colonist, who came to America in 1630, Mr. Whittier received his early tuition at Kent's Hill seminary in Maine. At the age of seventeen, he left the State to spend another year in school in Waltham, Mass. The problem of an occupation was then solved for the moment by his employment in the wholesale drug and paint house of Carruth & Whittier in Boston, an older brother being a member of the concern. After a four years' course of instruction in the business, during which Mr. Whittier applied himself with remarkable energy to the mastering of every detail, he left the Eastern coast for California, May 5, 1854, by steamer, and arrived at his destination June 1 of the same year, by the steamer *Uncle Sam*. For three years, he found employment as salesman with Sawyer, Johnson & Co., paint and oil merchants of San Francisco, becoming well versed in the mercantile branch of the trade.

The opportunity of his life arrived in 1857, when, with two associates, he formed the partnership of Cameron, Whittier & Co., to succeed to the business of the previous firm. With less than \$5,000 capital and without a single clerk, the new firm began operations, doing all the work of the store and the office themselves. Their success was remarkable. Sales amounted to \$136,000 the first year, and the partners were soon in the full tide of commercial prosperity. About 1860, soon after the discovery of petroleum, Mr. Whittier brought to San Francisco the first shipment of coal oil and lamps; and his originality of idea and energy of execution, as indicated by this first illustration, characterized his whole subsequent course.

Mr. Cameron was drowned in 1861. Mr. Whittier continued the business with the junior partner, Mr. Benjamin, and in 1865 he built, as an adjunct to his business, the first works for silvering mirrors ever seen on the Pacific coast. In 1867, Mr. Whittier bought his associate's interest, but a year later found it convenient to have the aid of partners, and he admitted other men to an interest, founding the since famous house of Whittier, Fuller & Co. From the very first, Mr. Whittier was inspired with a strong faith in the future of California, and he did not hesitate to embark his savings in an extension of the operations of his firm. In 1876, he built The Pioneer White Lead Works in San Francisco, also The Melrose Smelting & Refining Works for the reduction of lead ores and the refining of pig lead for the manufacturing of white lead, marketing the products of the factory through his firm; and later, he built The Pioneer Color Works for the manufacture of colors, and eventually a factory for the making of mixed paints. All of these several establishments are yet in successful operation to-day. Year by year, the trade of the firm expanded. Besides the parent house in San Fran-



H. F. Whittier

cisco, seven others were in time established, located severally at San Diego, Los Angeles, Sacramento, Oakland and Stockton, Cala., Portland, Or., and Seattle, Wash., and each one of these came to command an extended trade. In 1876, Mr. Whittier started a line of sailing vessels to ply between the Pacific coast and Antwerp in the interest of his house, the first ship to arrive being loaded almost exclusively with glass and cement and the freight being discharged at San Diego, Redondo, San Francisco and Portland. For a number of years, Mr. Whittier also employed a line of sailing vessels from New York, loaded with merchandise for the firm; and these vessels were operated until steamer rates across the Isthmus of Panama had fallen to a point which brought that method of transportation within reach of the Pacific coast merchants.

After twenty-three years' intercourse, Mr. Whittier lost his old partner, Mr. Fuller, by death in 1890. The entire charge and management then devolved on Mr. Whittier, who had, however, long been the inspiring genius of the firm. Jan. 12, 1894, after a brilliant and successful career, Mr. Whittier retired from active business, selling his entire mercantile interest to the Fuller estate. As a result of his untiring, intelligent and honorable labors, Mr. Whittier was able to look with satisfaction upon the fact that he had, in less than forty years, created the largest paint, oil and window glass business in the United States, employing a larger capital than any other house of its class in the country, having an annual sale of \$4,000,000 worth of goods, and requiring the services of over five hundred men in the eight branch houses and manufactories of the firm. The care, conservatism, probity and punctilious exactness of the methods of the firm are indicated by the fact that, since 1865, they had dealt continuously with identically the same houses in Europe, and by the additional circumstance that the average losses in business had not exceeded a quarter of one per cent. The State of Maine has given to the Pacific Coast many of its brightest men, but to none of them can be credited a more honorable and interesting career than to William F. Whittier.

About 1888, Mr. Whittier became largely interested in The Anglo-Nevada Fier & Marine Insurance Co., as one of its organizers and directors. He served this company as chairman of its finance committee for five years, and the enterprise was then merged into other companies. This is believed to have been the only financial venture in which he ever embarked while in active business, not connected in some manner with the interests of Whittier, Fuller & Co. The business which he founded always commanded his utmost devotion. He labored for it, heart and soul, night and day, watched over it, planned for it, and centered his entire energy upon its management and expansion. It is true that he dealt largely in real estate at different times, but solely in the interest of his concern.

In May, 1894, he became largely interested in The Edison Electric Light & Power Co. of San Francisco and was elected a director of that company, in whose management he took a very active part. In 1896, he was elected a director of The Contra Costa Water Co. of Oakland.

Since retirement from the firm, Mr. Whittier's attention has been engrossed mainly in real estate. He is the principal owner in The Hemet Land & Water Co., owning a tract of about seven thousand acres of land at Hemet in Riverside county, Cala. That flourishing little town, planted by him in 1894, now has a population of five hundred inhabitants and is equipped with a fine brick hotel, several blocks of brick buildings, an opera house, and the other accessories of a modern community. About five hundred

acres near Hemet are now planted with peach, apricot, Bartlett pear, and other fruit bearing trees and bushes. The property is irrigated by means of a reservoir, held in check by a dam 125 feet high, built by the company. The reservoir covers about 1,200 acres of land and holds six billion gallons of water. Among Mr. Whittier's other properties are a large business block in Los Angeles and large amounts of real estate in the cities where the branch houses of his old firm are situated

In politics, he is a Republican and strongly attached to his party, so much so, in fact, that he served as chairman of the finance committee of the State Central Committee for ten consecutive years. He is a devoted Christian and has been trustee of the First Congregational Church of San Francisco for twenty years; and, while church and family hold the first place in his affections, he is also a member of the Pacific Union and the Teal Shooting club.

Mr. Whittier's wife was Miss Charlotte A. Robinson. They were married in Vienna, Me., in 1858, and after a happy married life of twenty-seven years, Mrs. Whittier was thrown from her carriage in a runaway accident and killed in 1885. Five children were born to them: Frank Cameron, who died at the age of four; Lottie Jennie, wife of Henry E. Bothin; Nancy Edith, who died at the age of twenty; and William Robinson and Mattie Smith Whittier.

HENRY WICK, banker, Cleveland, O., who died in that city, May 22, 1895, was a son of the late Henry Wick, a general merchant and land owner of the early days, and was born in Youngstown, O., Feb. 28, 1807. The family are of English descent, the pioneer, grandfather of the subject of this memoir, having settled first on Long Island, N. Y., in the early days. Henry Wick, sr., moved to Ohio about 1795. Circumstances did not permit the subject of this memoir to attend village school longer than until eleven years of age. Working days then began in his father's store. So patient, careful and attentive was the lad, that, at the age of sixteen, he was able to buy an interest and finally became master of all details, and at twenty, owner of the business. The store was conducted with success for over twenty years. As he gained in means, Mr. Wick promoted the development of his region by investments in iron furnaces and other industries and rose to marked prosperity by praiseworthy and legitimate enterprise.

In August, 1848, seeing a wider opportunity for his talents, while retaining his more important interests in Youngstown, he moved to Cleveland, then a small but growing city, needing just such men as he, and established the private bank of Wicks, Otis & Brownell, which was changed a few years later to Henry Wick & Co., three sons having been admitted to partnership. Mr. Wick developed rapidly in Cleveland, and after a remarkable career of over forty years, his institution was, in 1891, chartered under State laws as The Wick Banking & Trust Co., Mr. Wick becoming its president. This has been a most useful and prosperous institution.

In business affairs, Mr. Wick displayed a particularly fine sense of exactness and justice and a singularly pure character. He was always a tower of strength in any venture and his associates trusted him implicitly. Ohio was always his home and his labors were always directed toward promotion of the honor and welfare of the State. Private and public credit he always sustained so far as possible, and in many enterprises he was a pioneer. With Governor Brough, Amasa Stone and Stillman Witt, he built The Bellefontaine & Indianapolis Railroad, now a part of that important system,



Henry Wick

The Cleveland, Columbus, Cincinnati & St. Louis, and his election as treasurer of that road was due not merely to his acquaintance with banking but to his splendid abilities as a financier. He saw and had much to do in his own quiet but none the less important way with many of the momentous changes and enterprises of his native State. Untiring industry and firmness were among his conspicuous traits. He pushed steadily forward with whatever he undertook, undisturbed by panics or accidental exigencies. Quiet and domestic in his tastes, he cared nothing for clubs, but found rest and happiness in the society of his family of sons and daughters, all of whom bore the stamp of his own purity, intelligence and force of character. Public office never had the slightest attraction for him, and yet he did his share in moulding public opinion in the right direction and promoting safe and proper legislation. His memory is revered, not only by his children, but by a wide circle of the most judicious and influential men of affairs in his native State.

Dec. 10, 1828, Mr. Wick married Miss Mary S. Hine of his native town and with her enjoyed an unclouded married life of sixty-six years. Their six children all inherited fine constitutions and are all living, viz.; Henrietta Matilda Wick, wife of F. W. Judd; Alfred H. Wick; Mary Helen Wick, wife of Warren H. Corning; Florence Wick, wife of D. B. Chambers; Dudley B. Wick, and Henry C. Wick.

JOHN WIELAND, brewer, San Francisco, Cal., afforded by the story of his life, which, however, was not an exciting one, an illustration of how some fortunes are made. Born in Wurtemberg, Germany, Oct. 6, 1829, and inured to toil by early years of poverty, he sailed for America to improve his condition and landed in California in 1851. The habits of the mountaineers and miners demanded the importation of large quantities of stimulating drinks, and John Wieland thought that money could be made by manufacturing the stimulants at home, prices being high and profits large. So he started a little brewery in San Francisco, put his profits back into the business, added continually to the plant, made himself quite conspicuous by energy in reaching the places where malt liquors were sold, and finally sold his interests to an English syndicate, owning The San Francisco Breweries Co., which had bought up about a dozen of the same class of establishments. When he died, Jan. 2, 1885, he left a fortune of \$650,000. Investment did the rest, and his wife Sophia, who inherited his property, left \$1,310,000 at her death in 1891. A fortune well nursed should grow continually.

DAVID WILBER, banker, Oneonta, N. Y., was a son of Isaac Wilber, and born near Quaker Street, in Schenectady county, Oct. 5, 1820. He died at his home in Oneonta, April 1, 1890. His ancestors on both sides were Quakers, from whom he inherited thrift with his blood. While yet a mere boy, he moved with his parents to Milford in Otsego county, where he learned as much as any others of the boys did in the public schools, and began life in the labor of farming. In this occupation, he fared better than most of the farmers of Central New York do, because he had more wit and practical energy. By working farms on shares and saving his money, he was able to buy one farm after another, until he came to own about 6,000 acres in the towns of Milford, Maryland and Morris. At one time, he carried on the lumber business. Hops are a characteristic product of that region, and, in 1847, this wide-awake man began to buy them; and his house of David Wilber & Son became one of the most extensive operators in hops in the State. Profits were carefully invested, and Mr. Wilber became a director in The Second National Bank of Cooperstown for several years, and,

as president of The Wilber National Bank at Oneonta, managed that institution from its organization. Mr. Wilber was elected Supervisor of Milford in 1858, 1859, 1862, 1865 and 1866, and served in Congress, 1873-75, 1879-81, 1887-91. George I. and David Forrest Wilber, his sons, have survived him. Always liberal with his means, as men who feel within themselves the power to make money are, Mr. Wilber promoted many good works, was generous in charity, and gained the respect of the people of all that region.

ELISHA PACKER WILBUR, banker, South Bethlehem, Pa., born in Mystic, Conn., Jan. 31, 1833, son of a sea captain named Henry Wilbur, and of Eveline Packer, his wife, sister of the late Asa Packer, was brought by his father to Mauch Chunk, Pa., in 1838. The father entered the employment of Asa Packer and remained so occupied until his death in 1863. In 1847, Elisha, with a public school education, went to the coal mining town of Neshquehoning, Pa., and for five years held a place in Judge Packer's store there. In 1852, he entered the service of The Lehigh Valley Railroad as a rodman, bore his part in the building of the road, and in 1856 became the confidential clerk and private secretary of Judge Packer at the Company's headquarters in Philadelphia, remaining thus associated with his distinguished chief until the latter's death in 1879. Mr. Wilbur then found himself appointed one of the five trustees of Judge Packer's estate, and was by his associates given almost unlimited power in administration. Since 1884, he has been the president of The Lehigh Valley Railroad, having been a director since 1879, and is connected officially with all the tributaries of that system. He has large private interests in coal companies, gas works, iron companies, furnaces, railroads and banks in Pennsylvania, and was the founder in 1870 of E. P. Wilbur & Co., bankers in South Bethlehem, and has been since 1887 president of its successor, The E. P. Wilbur Trust Co. May 11, 1858, he married Miss Stella M. Abbott of Bethlehem, and is the father of a large family.

HORACE C. WILCOX, one of the founders of The Meriden Britannia Co., Meriden, Conn., born on a farm in Westfield parish, Jan. 24, 1824, died in Cottage City, Martha's Vineyard, Mass., Aug. 27, 1890. The farm occupied him until the age of twenty, and then he peddled tin ware for two years, and, in 1850, Mr. Wilcox began to sell britannia ware as salesman for James Frary, and later for William Lyman and John Munson, of Wallingford, Conn., and I. C. Lewis & Co., of Meriden. In 1852, with Dennis Wilcox and the men whose goods he had been selling, Mr. Wilcox took a part in organizing The Meriden Britannia Co., Mr. Wilcox secretary and treasurer. In 1865, the stockholders elected him president. The company soon developed an enormous business in the manufacture both of britannia and silver plated ware. Mr. Wilcox was, as nearly as possible, a type of the universal Yankee, and he promoted a great variety of enterprises, all of which thrived under his advice and direction. He was at different times president of The Waterbury & Connecticut River Railroad and The Wilcox & White Organ Co., and a director of The Meriden Silver Plate Co., The Meriden Saddlery & Leather Co., The Manning & Bowman Co., The Æolian Organ & Music Co., the Meriden horse car line, The Meriden Fire Insurance Co., Rogers Bro's of Waterbury, The Howe National Bank, The City Savings Bank, and several other associations. He exercised a wide influence, and was greatly loved and respected, by other manufacturers and the people of the city. George H. Wilcox is now president of The Meriden Britannia Co.

AMHERST HOLCOMB WILDER, financier, St. Paul, Minn., son of Alanson and Evelyn Holcomb Wilder, was born in Lewis, Essex county, N. Y., July 7, 1828, of English ancestry, and died in St. Paul, Sunday, Nov. 11, 1894. Taught at Troy Conference academy, West Poughkeepsie, Vt., Mr. Wilder started as a country store keeper and manufacturer of iron. In 1859, he moved to St. Paul, Minn., and engaged in the storage, forwarding and commission business, in J. C. & H. C. Burbank & Co., Minnesota agents for The Hudson's Bay Co. The firm forwarded supplies for the company by "Red river carts," to the Red river of the North, and thence by boat to the main depot of The Hudson's Bay Co. at Fort Garry (now Winnipeg) in the Northwest Territory. The first steamboat operated on the Red river of the North was built and owned by J. C. & H. C. Burbank & Co. and Sir George Simpson. In 1860, Mr. Wilder's firm became agents for the Quartermaster's Department, U. S. A., and entered into contracts for furnishing and transporting supplies for the troops and Indians. In 1867, the partnership dissolved. Mr. Wilder was largely interested in building The St. Paul & Sioux City Railroad and its connecting branches. He also operated largely in wild lands, and entered into the cattle business in Texas, Nebraska, Montana and other States and Territories. At the time of his death, his cattle interests were confined entirely to Montana. He operated many trading posts in Montana, and was a large owner of lands in Minnesota, Iowa and elsewhere, and of real estate in St. Paul and Minneapolis; a director in national banks in New York, Minnesota and Montana and in the St. Paul & Sioux City Land Co., and was also a stockholder in telegraph, insurance, water, gas, electric and trust companies, in many of which he was a director. Political office never tempted him. He preferred the management of large business enterprises, and was fitted by more than average abilities for success in that field. Sept. 18, 1861, at Catskill, N. Y., Mr. Wilder married Miss Fanny, daughter of the late Joshua A. Spencer of Utica, N. Y. Their daughter is Cornelia Day Wilder.

JOHN ADDISON WILLARD, Mankato, Minn., lawyer and banker, is a native of Oneida county, N. Y., where he was born, Nov. 9, 1833. The public schools and the diligent perusal of legal commentaries taught him enough to enable him to begin the practice of law in Mankato, Minn., in September, 1856. In 1870, he relinquished law to promote a railroad enterprise. Mr. Willard soon began to operate in real estate and made some money in lands on the Winnebago reservation and in Sioux lands on the Minnesota river. At one time, he was proprietor of 14,000 acres in Blue Earth county and 25,000 acres in Yellow Medicine, Redwood and Brown counties, Minn., but a large part of this property has been since sold at a profit to actual settlers. In 1873, with R. D. Hubbard and another partner, Mr. Willard built the linseed oil mill in Mankato, a successful venture. Since 1878, he has been president of The First National Bank, and is also president of The National Bank of Commerce and The Security Investment Co. of Duluth and The Granite Falls Bank of Granite Falls. Constant endeavor, good character and a thorough alertness to local opportunities focus in a few words the story of his life. Among his local investments are a brick yard, The Mankato Knitting Works and The Standard Fibreware Co. The young man who believes that all the best of the business opportunities of the age, in which he lives, are gone, should take heart from such stories as these. Opportunities are numberless and are only waiting for the man.

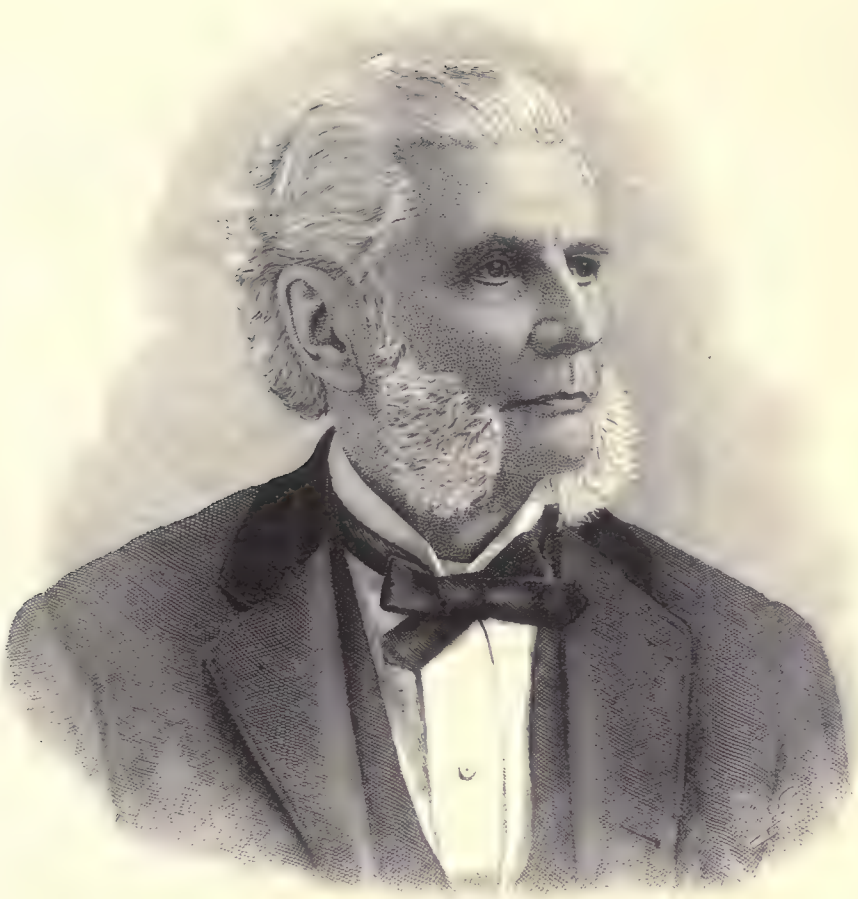
JOSEPH CLAPP WILLARD, second son of Joseph Willard and Susan Dorr Clapp, both of Westminster, Vt., was born, Nov. 11, 1820, at Westminster.

Joseph Willard was a farmer owning one of the finest estates of the neighborhood, which was situated on the ridge overlooking the beautiful valley of the Connecticut river, a few miles south of the now thriving town of Bellows Falls. The Willards, as well as the Clapps, belong to an old stock well known in the history of America, the Willards being direct descendants of Simon Willard, the architect and builder of the Bunker Hill monument, whose compensation while employed in building that structure was 350 cents per day for time actually engaged upon the work. On the maternal side, the Willards of Joseph Clapp's generation are descended directly from Ebenezer Dorr, who rode forth on a memorable night with Paul Revere to sound the war alarm, Susan Dorr Clapp, wife of Joseph Willard, having been the daughter of Caleb Clapp and Nancy Dorr.

Joseph Clapp Willard attended common schools in the vicinity of his early home and in the town of Keene until he had reached the age of sixteen years, and then, starting for himself, he became connected with the Troy House, the leading hotel of Troy, N. Y., where he remained until he entered the service of The Hudson River Steamboat Co., in whose employment he had charge for several years of what were then considered their floating palaces. From there, Mr. Willard went to the Astor House, New York city, then at its zenith and in charge of the Colemans, where it was that he became acquainted with William H. Aspinwall, one of the leading business men of New York and afterward one of his warmest personal friends. At the solicitation of Mr. Aspinwall, Mr. Willard went to California to represent The Pacific Mail Steamship Co. and was there closely associated with Cornelius Vanderbilt. While connected with this company, he was most highly thought of and on one occasion made the trip from New York to San Francisco, carrying \$100,000 in gold for the company, crossing the Isthmus of Panama on horseback without escort or attendant.

Returning from California after a successful career financially, Mr. Willard decided to locate in Washington, D. C., then scarcely more than an infant city, where he associated himself with his brothers, Edwin Dorr and Henry Augustus, in Willard's Hotel, originally known as Fuller's City Hotel. Edwin Dorr served as a Colonel in the Federal army and died during the War from disease contracted in the service. Henry Augustus and Caleb Clapp, the latter the youngest of the family, who came to Washington about this time, are yet there and stand in the front rank of men of business and wealth. After having been for years identified with Willard's Hotel, Mr. Willard became in 1892 sole owner of the property, which is yet in his hands and is considered one of the finest business locations in the city. Willard's Hotel has become well known throughout the country, and has often been the headquarters of many of the leading men of the times. For years, it was the temporary home of all incoming Presidents of the United States. Mr. Willard served with great distinction during the Civil War on the staff of Major General McDowell, with the rank of Major and Assistant Adjutant General.

Near the close of the War, having declined further promotion, which was offered him, he tendered his resignation, which, being accepted, he was honorably discharged from the service in special orders from the War Department, dated March 1, 1864, and on the 10th of the same month he married Miss Antonia Ford, the gifted and beauti-



Joseph Cluff Winard

ful daughter of E. R. and Julia F. Ford, of Fairfax, Va. Miss Ford held the proud distinction of having been commissioned a Lieutenant in the Confederacy for loyalty to her State and uncompromising sentiment, she having been incarcerated in the old Capitol Prison for declining to take the oath of allegiance to the United States. Mrs. Antonia Ford Willard died in Washington, Feb. 14, 1871, leaving one son, Joseph Edward Willard, who is now a lawyer at Fairfax, Va.

Mr. Willard has numbered among his many personal friends all of the old Washingtonians, including Ogle Tayloe, from whom he purchased some of the ground on which Willard's Hotel now stands. At present, Mr. Willard lives quietly in his old Washington residence, and has, in a certain measure, retired from active business.

SYLVESTER WILLARD, M.D., Auburn, N. Y., the youngest son of Col. Daniel and Anna Silliman Willard, was born on the 24th of December, 1798, at Saybrook, where his family had lived from the early settlement of the Colony of Connecticut. He was of English descent, his first ancestor in America being Major Simon Willard of Colonial fame. Dr. Willard received an excellent education in the academical schools of Connecticut and the Medical college of New York. He settled in Auburn, N. Y., in 1843, and was for several years one of the most successful and prominent physicians of the city. Becoming largely interested in real estate, railroad properties and manufacturing enterprises, including The Oswego Starch Factory, of which he was president for twenty-five consecutive years, Dr. Willard retired from the active practice of his profession and gave his attention to his investments, which he managed with judgment and success. He was also president for nineteen years of The Auburn Savings Bank; secretary of the board of trustees of The Auburn Theological Seminary for forty years; and trustee of The American Institute of Christian Philosophy and The Elmira Female College; and he filled many other important offices in financial and charitable organizations. In early life, his political affiliations were with the Whig party. Afterward, he was a Republican, but he always refused office. Dr. Willard was remarkable for his courtly manners and fine demeanor, and was for forty-three years a notable figure in the life of Auburn. His charities were numerous, the needs of others being always remembered in the disbursement of his ample income. Dr. Willard married in 1830, Jane Frances, only daughter of Erastus Case, and died March 12, 1886, leaving his fortune to his wife, and his daughters, Georgiana and Caroline Willard.

EDWARD H. WILLIAMS, M.D., manufacturer, born in Woodstock, Vt., June 1, 1824, son of the Hon. Norman Williams, was educated at home, in public schools in Montreal, Canada, and in Woodstock, under Hosea Daton, engineer. The year 1838-39, was spent in Michigan. An attack of asthma turned him toward the medical profession and he took a course at Vermont medical college and spent four months in Bellevue hospital, New York, in 1845. The following year, he served in the engineering corps of The Michigan Central Railroad, and 1847-51, practiced medicine in Proctorsville and Northfield, Vt. At Proctorsville, he treated a case, now classic, that of Phineas P. Gage, who had a tamping bar blown through his head and survived. Dr. Williams is one of the pioneers in railroad building in Canada and the West and he served as assistant and chief engineer in building a road from Caughnawaga to Plattsburgh, 1851-54; 1854-58, first as assistant and next division superintendent of The Michigan Southern & Northern Indiana Railroad; 1858-59, assistant superintendent of The Milwaukee & Mississippi at Janesville, Wis.; 1859-64, in the same position on The

Chicago & Galena Union, and later assistant and then general superintendent of The Pennsylvania Railroad. Since Jan. 1, 1870, he has been a partner in The Baldwin Locomotive Works, and an exceedingly progressive member of the firm. In 1876, Sweden gave him the decoration of the North Star and made him a member of the Royal Academy. Dr. Williams has travelled extensively for the firm and has introduced the Baldwin locomotives to Europe, South America, Australia and Japan. In 1879, he was Commissioner to the Sydney Exposition. Williams Hall at Carleton college, Minnesota, was built by him and a sixteen inch telescope given to the institution in 1891. He has also presented the Norman Williams library to Woodstock, Vt., and, in memory of his wife, a building to the University of Vermont. In 1848, he married Cornelia Bailey, daughter of John A. and Sarah Bailey Pratt of Woodstock, and of their three children, a son and daughter survive.

GEORGE WALTON WILLIAMS, banker, Charleston, S. C., born in Nacoochee valley, Ga., Dec. 19, 1820, walked to Augusta, Ga., 150 miles, in 1838, and became clerk to Daniel Hand, merchant, at \$50 a year. In May, 1842, he became a partner in Hand & Williams, and in 1852, established a branch store in Charleston as George W. Williams & Co. This firm rose to great influence and prosperity, and the Charleston house soon engrossed the larger part of Mr. Hand's fortune. Mr. Hand removed to New York city shortly before the Civil War. When an effort was made by the Confederate authorities to confiscate Mr. Hand's estate, Mr. Williams reinstated Mr. Hand as a member of the firm at the cost of a quarter million to himself, secured his return to the South, and fought the confiscation proceedings with vigor and success. While Mr. Hand was in jail in Augusta, Mr. Williams shared his quarters there, to protect him from the mob. When Mr. Hand's release had been effected and his subsequent release from Libby prison, Mr. Hand transferred his real estate, securities and interest in the firm to Mr. Williams, and then, by the latter's advice, dwelt at Asheville, N. C., until the War was over. The ideal honesty of Mr. Williams in saving and restoring to Mr. Hand his fortune forms one of the most creditable chapters in the commercial annals of the country.

Early in the War, Mr. Williams had been a large buyer of goods in the North, and had imported a cargo of coffee from South America by a blockade runner. Impelled by honor to pay for these purchases, he made an effort to send money to the North, but it was turned back by a Vigilance Committee. Thereupon, Mr. Williams sent \$400,000 in sterling exchange to Liverpool and London, and after the War the debts were paid with interest. During the War, Mr. Williams's fortune and that of his partner went rapidly into Confederate securities, with a prospect of almost total loss. Looking around for other investments, Mr. Williams learned that cotton could be bought in Georgia and Alabama at 7 to 10 cents per pound. By prompt measures, 15,000 bales were secured, the cotton being stored. Southern State and city securities were then being forced on the market in the North at 33 cents on the dollar. Believing that these securities would be worth nearly par when the War was over, Mr. Williams invested \$500,000 in them. Confederate money continued to decline in value, but real estate could be bought with it, and Mr. Williams sold 10,000 bales of cotton at from 20 to 30 cents per pound, and invested the money in farm lands in Georgia, and in about 100,000 acres of well timbered lands at \$1 per acre. In Charleston and in the interior of the State, he bought about \$500,000 worth of real estate. It was in

such investments, including the purchase of sterling exchange, that a large volume of Confederate money was in a measure preserved from total loss, and in that way the fortunes of the two partners were saved.

In 1874, Mr. Williams established The Carolina Savings Bank, now a large and strong institution. He owns nearly all of the stock and carried the bank through the panic of 1893 with ability, never exacting the legal notice of ninety days. He is also a large owner in The First National Bank and owns stock in others. His "Letters to Young Men, Success or Failure," printed first in *The Southern Christian Advocate*, and later in pamphlet form, have been read with enjoyment and profit by many men.

ISAIAH VANSANT WILLIAMSON, financier, Philadelphia, Pa., born on a farm in Falsington, Pa., Feb. 3, 1803, made and gave away a fortune of \$16,000,000, and died in Philadelphia, March 7, 1889. His ancestor, Duncan Williamson, a Scott, settled in Pennsylvania in 1661. Mahlon Williamson and Charity Vansant, parents of Isaiah and members of the Society of Friends, gave their boy a country schooling only. Employed in farm work until the age of thirteen, the boy then learned the dry goods trade in Falsington. In 1825, he removed to Philadelphia and started a small dry goods store, and about 1827 started in the wholesale dry goods business alone. Rigid economy was a trait of that period, and Mr. Williamson used to bring his goods, bought at auction, to the store in a wheelbarrow. He was remarkably gifted as a money maker, and retired in 1837 worth \$200,000, the richest young merchant in the city. He continued for many years a special partner in a succeeding firm, Williamson, Burroughs & Co., but he gave his own attention entirely to a variety of investments. Having spent a year in travel in Europe, Mr. Williamson then became an active figure in Third street, buying stocks and bonds and always to advantage. He never married. Although for many years a large contributor to charity, he was cold, calm and reserved, and surrounded himself with a seclusion which no man or woman was ever able to break down. The clean shaven face, intent, determined expression, tightly pressed lips and concise speech of the man fully expressed his character. He was interested in coal and iron lands and in about 300 corporations, including the majority of the most profitable in his State. About the age of seventy, Mr. Williamson began to make large gifts to colleges, hospitals and charities. His best known act was the founding, Dec. 1, 1888, of The Williamson Free School of Mechanical Trades in Delaware county, Pa., about sixteen miles from Philadelphia, to which he gave securities worth \$2,119,125. In all, he gave \$5,000,000 towards philanthropic objects before his death, and from \$11,000,000 which remained, over a million by his will. The rest of his estate went to collateral relatives.

SAMUEL WILLIAMSON, lawyer, Cleveland, O., born in Crawford county, Pa., March 16, 1808, died, Jan. 14, 1884, the oldest resident of his city. He was the oldest son of Samuel Williamson, who had settled in Cleveland in 1810, and sprang from Scotch-Irish ancestry. The first young man to enter college from Cleveland was Samuel Williamson, and he graduated from Jefferson college in 1829 with credit. In 1872, authority was given him to practice law, and hard labor gave him high rank in his profession, especially in real estate litigation. The people of his county sent him to both houses of the Legislature and he occupied many other public positions. Of The Society for Savings, the largest bank of its class west of New York, he was president, and of The Cleveland, Columbus & Cincinnati Railroad, vice president. Absolute and

unquestioned integrity and justice characterized every act of Mr. Williamson through life. The surviving members of his family were his wife, Mrs. Mary E. Williamson, and three sons, Samuel E., then Judge of the Court of Common Pleas, George T., and the Rev. James D. Williamson.

HENRY J. WILLING, merchant, Chicago, Ill., born in Westfield, Chautauqua county, N. Y., July 10, 1836, is the son of worthy parents who emigrated to America from the south of England, his mother being of Huguenot ancestry. Educated in the public schools, Mr. Willing chose mercantile life as a promising field and removed to Chicago in early life, where he entered the wholesale dry goods firm of Cooley, Farwell & Co. Later, he became a junior member in Field, Leiter & Co. The successes of these firms are matters of common knowledge. Mr. Willing retired from active business about 1880 to obtain recreation in travel. He is connected with many of the prominent historical, art, and philosophical societies of Chicago, and the Union League, Chicago, Union and Athletic clubs. Married, in 1870, to Frances, daughter of the late Mark Skinner, he has two children, Evelyn Pierrepont and Mark Skinner Willing.

SAMUEL WILLISTON, manufacturer, East Hampton, Mass., was the son of a clergyman, and born in East Hampton, June 17, 1795. He entered Phillips academy at Andover with the ministry in view, but was obliged to abandon study on account of the weakness of his eyes. One day, while watching his wife cover lasting buttons, an idea occurred to him, which not only made his fortune but proved a blessing to the people of the adjoining towns, and this was the covering of buttons in a systematic manner and upon an extended scale. Under his superintendence several hundred women in the neighboring towns were soon employed by Mr. Williston in covering lasting buttons by hand. In 1831, Joel Hayden began to perform this work with machinery, whereupon Mr. Williston entered into partnership with him, and the two men prosecuted the manufacture successfully until 1848. Mr. Williston then bought his partner's interest and moved the factory to East Hampton. The manufacture of suspenders was added to his operations in the course of time. Of his wealth, Mr. Williston made a most notable use. He founded Williston seminary in East Hampton with gifts amounting to \$270,000, and at his death willed half a million to the institution. He was also a benefactor of Mount Holyoke Female seminary, and built a church in his native city, which was twice burned down and twice reconstructed by him. The sum total of his donations to public objects reached \$1,500,000. During 1841-43, Mr. Williston was a member of the Legislature. He died July 18, 1874. His wife gave her homestead to Williston seminary at her death in 1888.

JELLIS CLUTE WILMERDING, financier, San Francisco, Cal., born in Moscow, N. Y., April 28, 1833, died in San Francisco, Feb. 20, 1894. He was the son of Henry A. Wilmerding, at one time a merchant in Moscow and who founded in New York the house of Wilmerding, Hoguet & Humbert, auction merchants, which yet exists in New York under the name of Wilmerding, Morris & Mitchell. The grandfather, Christian William Wilmerding, came to America in 1784 from Braunschweig, Germany. Wilmerdingstrasse in Braunschweig was named in memory of his cousin, Mayor of the city for nearly fifty years. Mr. Wilmerding was educated at Temple Hill academy in Geneseo, N. Y., and in 1849 went to California as a partner of his cousins, Edward and Felix Tracy. They chartered the schooner *Samuel M. Fox* and sailed from New York, March 21, 1829, reaching the Golden Gate, Sept. 21, 1849. The young firm

began business in a tent at a spot on the beach, now the site of The Bank of California, of which institution Mr. Wilmerding was in later years a director. In 1855, he became a partner of C. F. Fargo, with whom he was associated for many years. Although actively engaged in mercantile business, and a large owner in real estate, The Pacific Rolling Mills, etc., Mr. Wilmerding by no means neglected his duties as a citizen and was an active member of the Vigilance Committee of 1856. He was a life member of The Society of California Pioneers, The Mercantile Library and The Academy of Sciences, and a member of the Pacific Union club of San Francisco and of the Union club of New York. In the National Republican Convention of 1880, he was a delegate from California. Mr. Wilmerding never married. By his will, \$45,000 was left to institutions; \$10,000 to the cemetery in the village of Moscow; and \$400,000 to the University of California to establish and maintain "The Wilmerding School of Industrial Arts" to teach boys trades, fitting them "to make a living with their hands, with little study and plenty of work." He now lies buried in the family lot in Trinity cemetery, New York city.

JOHN THOMAS WILSON, banker and farmer, Tranquility, O., born in Highland county, O., April 16, 1811, died, Oct. 6, 1891. He was the son of a carpenter and of English descent. At the age of sixteen, he found employment as a clerk in a store at \$4 a month, and later taught school. At the age of nineteen, he went to Tippecanoe county, Ind., and spent a Winter in splitting rails at 37½ cents per hundred, which paid for his board and clothes. The following Spring, he leased a small piece of ground, planted a cornfield, and, when the crop had started, engaged himself as a farm hand at \$7 per month. At the age of twenty-one, he opened a general country store in Tranquility and conducted this enterprise with success for twenty-four years. Retiring then from trade, he occupied himself with banking, loans of money, and farming. He was a stockholder in banks in Adams, Brown, Scioto, Logan and Highland counties, O., and the owner of farm lands in Adams, Brown, Highland, Scioto and Clinton counties. By his marriage in Tranquility in January, 1842, to Miss Hadassah G. Dryden, he became the father of one son, Spencer Haigh Wilson. Mr. Wilson was elected to the Ohio Senate in 1863 and 1865 and to Congress in 1866 and 1868.

OBED JAY WILSON, publisher, Cincinnati, O., springs from Puritan ancestry, and is the son of the Rev. Obed Wilson of Bingham, Me. Born in Bingham, Aug. 30, 1826, he received an education in the public schools and Bloomfield academy, and removed to Cincinnati in 1826, where the public first knew him as a school teacher. In 1852, he entered the publishing house of Winthrop B. Smith & Co., as literary referee, and became at a later date editor in chief of their publications. In 1862, the firm made him a partner, and in 1869, he rose to the head of the house. Under the style of Wilson, Hinkle & Co., the firm became one of the largest school book publishing houses in the United States. In 1891, the business was merged in that of The American Book Co. Mr. Wilson retired in 1877 and has spent most of his time since in travel and study. He was married, in 1853, to Amanda M. Landrum, daughter of the Rev. Francis Landrum of Augusta, Ky., and they dwell in a pleasant home in Clifton, a beautiful suburb of Cincinnati. In the congenial society of his wife and books, Mr. Wilson enjoys the fruits of a well spent life. He has written much in prose and verse in an easy, graceful and forcible style, and owes his remarkable success to a combination of the qualities of a business man and a writer.

SAMUEL KIRKBRIDE WILSON, manufacturer and financier, Trenton, N. J., a gentleman of notable abilities, whose portrait appears upon the following page of this work, was born near Mullica Hill, Gloucester county, N. J., March 6, 1829. His father, Thomas Wilson, who had been a manufacturer in Burlington county, had retired to a farm of 250 acres in Gloucester county, where Samuel was born. Thomas Wilson was a son of Anthony Wilson, whose forefathers were early settlers, who came to America from England with William Penn or about that time.

Attendance at country schools and a boy's duties about the farm during the Summer seasons fully occupied Samuel K. Wilson during youth. When he was eleven years old his father died, and the whole care of the farm then fell upon Samuel and his mother. Before the young man was of age, with a young friend who had been employed by Henry Farnum & Co. for several years, importers of dry goods, he established a dry goods business in Philadelphia, but although Mr. Wilson was well informed concerning many matters, yet the new firm did not meet with the success desired. They then concluded to engage in the manufacture of woolen goods. In a few years, Mr. Wilson sold his interest in Philadelphia and then purchased property in Trenton, N. J., and engaged in woolen manufacturing there. This had been his father's occupation. Mr. Wilson bought the necessary plant and prosecuted the making of cloths, cassimeres, worsted and kindred goods with energy, and by assiduous attention to details, incessant enterprise and the possession of genuine business talent, he slowly developed the business until production increased to about \$2,000,000 worth of goods per year. Mr. Wilson has the honor to be at this time probably the largest individual producer of these goods in the United States.

An ample fortune, due to praiseworthy and useful enterprise, has led Mr. Wilson into measures for the promotion of the interests of Trenton, and he has done much especially for the development of realty in the city and the employment of its population. He is sole owner of The Globe Mechanical Rubber Goods Co. and The New Jersey Match Co., and principal owner of The Trenton Lamp Manufacturing Co., The Trenton Watch Co. and The Trenton Steel Co. The consolidated horse and electric street railway system of Trenton, incorporated as The Trenton Passenger Railway Co., is his property, and he was the originator of the new line of The Philadelphia & New York Railroad, called the Bound Brook route, now leased to The Philadelphia & Reading system. It was he who secured the passage of the general railroad law by the New Jersey Legislature under which the new line and numerous other railroads since have been built. Mr. Wilson is one of the most valuable citizens of an historic city.

In 1852, he married Margaret Hunt, daughter of the Hon. Richard J. Bond. There were no children by this marriage. Later, he married Isabel Gertrude, daughter of Gen. Richard Conway of England, and their one daughter is Mary Hazel Wilson. Mr. Wilson has never asked for or accepted public office. He is a liberal giver to all Christian enterprises, and built and presented to the Diocese of New Jersey the handsome stone residence which the Bishop of New Jersey now occupies, and presented to St. Michael's church a chapel on Clinton street, now Grace church.

THOMAS WILSON, banker, born in Harford county, Md., Feb. 5, 1789, died at his home in Baltimore, Md., Sept. 2, 1879. As a clerk in a shipping house in Baltimore, Mr. Wilson learned frugality and the essentials of business success, and, by long activity in mercantile pursuits and banking, quietly made his way to fortune. A part



Samuel Wilson

of the story of his life is told in his will. He secured his first employment as clerk in a shipping house in Baltimore. Mr. Wilson's name is perpetuated in The Wilson Sanatorium, ten miles from Baltimore on The Western Maryland Railroad, which, by his will, he endowed with \$500,000 for the treatment of sick children, free of expense. After making bequests of \$25,000 to various public objects, he said: "I have observed for many years, with much concern, the great and alarming mortality which occurs each Summer among young children, deprived, by misfortune of their parents, of all opportunity for removal from the heated and fatal atmosphere of the city. God, in His providence, did not spare to me my children to be the comfort of my declining years, but my pity for the suffering of little children is none the less; and I do not think I can make better use of some of the means of which God has made me steward, than in the alleviation of the pains and in the prolongation of the lives of those of whom our Saviour said: 'Suffer little children to come unto me, for such is the Kingdom of Heaven.'" The Wilson Fuel Saving Society, founded by him and endowed with \$100,000 is designed to aid the worthy poor in the purchase of fuel and sewing machines.

ROSS WINANS, manufacturer, Baltimore, Md., founder of the fortunes of the Winans family, was born on a farm in Vernon, N. J., in October, 1796. Mr. Winans displayed at an early age a talent for mechanics and invention, and before he had left the farm, had already invented a new plow. He grew up a mechanic, and when able to do so established machine shops in the city of Baltimore. In 1828-29, Mr. Winans went to England with George W. Whistler, a graduate of West Point, and spent a year studying the railroads of England in the interest of The Baltimore & Ohio Railroad Co. Upon their return, Mr. Whistler constructed a part of The Baltimore & Ohio Railroad, while Mr. Winans manufactured much of the equipment, building its first successful locomotive, as well as many others. Among the inventions of Mr. Winans were the camel back engine; a friction wheel bearing for car axles, the outside bearing on the axles, now one of the most important and necessary features of railroad equipment; and the eight wheel car truck system. The Winans machine shops were in their day perhaps the largest of their class in the United States. Mr. Winans had two sons, Thomas De Kay and William Lewis Winans, who, when they came of age, were admitted to partnership; and when, through Mr. Whistler, Mr. Winans was invited to go to Russia to build cars and engines for The Moscow and St. Petersburg Railroad, the sons were sent instead. Large contracts were entered into with the Russian government, and during the twenty years of his relations with the Czar, Mr. Winans gained a fortune of several millions. During the Civil War, Mr. Winans was a member of the Maryland Legislature in the extra session of 1861, and active in urging secession of the State, and, in consequence of the proceeding, he was immured for a time in Fort McHenry by the Federal government as a prisoner of state. Having amassed a large fortune, Mr. Winans spent his last years mainly in the study of scientific and mechanical problems and in various ingenious inventions, some of them practical, and in writing pamphlets. In 1870, he published "One Religion, Many Creeds." He died in Baltimore, April 11, 1877. His wife, Mrs. Elizabeth K. Winans, died in Baltimore, April 2, 1889. His sons were Thomas De Kay, DeWitt Clinton, now deceased, William Lewis Winans, who lives abroad, and Walter Scott Winans. Mr. Winans founded one of the two or three largest fortunes in the State of Maryland.

THOMAS DE KAY WINANS was born Dec. 6, 1820, in Vernon, N. J. In 1820, he was taken to Baltimore, and at the proper age was apprenticed as a machinist and given a thorough training. From boyhood, he showed inventive genius, skill in the management of men, and great determination. In 1843, he was sent to Russia with a locomotive built by his father, and took charge of the mechanical department of the work, of which George W. Whistler was the engineering head, namely the equipment of The Moscow & St. Petersburg Railroad. On the way thither, he met a member of the firm of Eastwick & Harrison of Philadelphia, formed a partnership with them, and subsequently made a contract with the Russian government to equip the new road at a cost of \$3,000,000. This contract was completed a year ahead of time, to the great pleasure of the Czar and the profit of the partners. In 1851, Mr. Winans was married in St. Petersburg, to Celeste Revillon, a beautiful French woman, and returned to America, leaving his brother, William L., to complete the remaining contracts. In 1866, Russia recalled the Winans family and awarded to them new contracts for a term of eight years, but in 1868, their interests were bought by the imperial government for several million dollars. About 1853, Mr. Winans bought the McHenry property, occupying an entire square in Baltimore, fronting on Baltimore and Hollins streets, and there built a splendid mansion, conspicuous for a chimney 100 feet high, through which the various rooms in the house were ventilated. The grounds were adorned with classic statuary and, the nudity of some of the figures having offended the taste of some people, Mr. Winans surrounded the grounds with a thick stone wall. In 1861, when the Civil War had prostrated business, Mr. Winans established a soup kitchen and fed 4,000 people daily. He and his father devised a cigar shaped vessel designed to cross the Atlantic in four days, but never carried the plan to completion. Mr. Winans also made many curious inventions in organs, pianos, ventilation, apparatus for feeding fish, etc. He died in Newport, R. I., June 10, 1878.

OLIVER FISHER WINCHESTER, manufacturer, New Haven, Conn., born in Boston, Mass., Nov. 30, 1810, died in New Haven, Dec. 10, 1880. At an early age, with a grammar school education, he was apprenticed to a carpenter in his native town, and, during 1830-33, practiced his trade in Baltimore, Md. In 1834, Mr. Winchester established the first men's furnishing goods store in Maryland, and carried it on until about 1838, when he removed to New Haven and engaged in the wholesale manufacture of shirts with John M. Davies as a partner. About 1856, he became interested in The Volcanic Arms Co., formed to make the Henry repeating rifle. This company was not successful, and in 1860 Mr. Winchester organized The New Haven Arms Co., of which he was president, and developed the repeating rifle. By 1865, Mr. Winchester had relinquished his interest in the shirt factory. The old Henry rifle was changed and improved from year to year until, under the name of the Winchester magazine rifle, the arm won its way into extended use in armies at home and abroad, and among hunters and the inhabitants of mining camps. The company was finally reorganized as The Winchester Repeating Arms Co., which title it retains. In 1872, Mr. Winchester began to manufacture metallic cartridges and gradually increased the plant until the product reached half a million of cartridges a day. The works now cover an area of four acres. Mr. Winchester was liberal in gifts to education and religion, and his donations to Yale university were more than \$100,000. The Republicans elected him a Presidential Elector in 1864, and in 1866 Lieutenant Governor of Connecticut.

CONRAD WINDISCH, brewer, Cincinnati, O., born in Bavaria, March 6, 1825, died, July 2, 1887, at his country home in Butler county, O., about sixteen miles from Cincinnati. Conrad grew up in the business of his father, John Ulrich Windisch, a brewer and a farmer, beginning work at the age of thirteen. In 1848, he crossed the Atlantic in a sailing ship and arrived in America after a three months' voyage. He found work for a few months in a brewery in Pittsburgh, Pa., at \$5 a month and board, and then, threading the Beaver canal, the Lakes and other routes of travel, he made his way to St. Louis, where he found work but no outlook for advancement. Mr. Windisch finally resolved to try his fortune in Cincinnati. Good wages were paid to him there in several breweries, and in 1854 Christian Moerlein and he began brewing on their own account. Thrift and hard work resulted in success. In 1866, the partnership was dissolved, and Mr. Windisch formed another with Gottlieb and Henry Muhlhauser, and these three men founded the Lion Brewery, since expanded to mammoth proportions. In 1854, Mr. Windisch married Sophie W. Kohnann of his native village. Their children are: John U. F. Windisch, now deceased; Charles F., Pauline M., William A., and Emma E. Windisch.

AUGUSTUS SYDENHAM WINSLOW, banker, Cincinnati, O., of English ancestry, born in Albany, N. Y., April 17, 1818, died, May 21, 1892, at his country home, "Hopewell," on Reading Road, Walnut Hills, Cincinnati. Richard Winslow, his father, was a vessel owner and commander. Educated in the academy in Albany, N. Y., Mr. Winslow went to Cincinnati, and there he attained prominence as a merchant through close identification with the city's interests. The firm of French & Winslow, formed in 1845, engaged in the manufacture of stoves with some success, and later Mr. Winslow represented Eastern manufacturers in the sale of railroad supplies. From 1862 to 1870, he held an ownership in The Missouri Oil Works, refiners of petroleum, and then sold his interest and identified himself with The First National Bank of Cincinnati as its vice president and remained in that office until his decease. Coal and iron properties in Kentucky and Virginia contributed to his means. Few men in Cincinnati were more active in promoting the financial interests of the city, and he was a member of the Chamber of Commerce and the Merchants' Exchange from its incorporation, and of various social clubs, and a director in several corporate bodies and institutions and had been a member of the Platting Commission of Cincinnati in 1870-71. Three sons survived him, Howard S. and John F. Winslow of Cincinnati, O., and Chauncey R. Winslow of San Francisco.

JOHN FLACK WINSLOW, manufacturer, Troy, N. Y., born in Bennington, Vt., Nov. 5, 1810, died in Poughkeepsie, N. Y., March 10, 1892. He was a descendant of Kenelm Winslow, brother of Governor Edward Winslow, who arrived in America in the *Mayflower*, and his father, Richard, a soldier of 1812, was a miller, iron manufacturer and owner of vessels on the Hudson river. Taught in Hartford, Conn., and in select schools in Albany, John F. Winslow served as a clerk in Albany, New York and New Orleans, 1827-31, and then became, for two years, agent of The New Jersey Iron Co., at Boonton, N. J. Mr. Winslow finally went into the production of pig iron in Bergen and Sussex counties, N. J., on his own account. In 1837, he joined Erastus Corning in The Albany Iron Works in Troy, N. Y., and for the next thirty years was an energetic element in the operations of the firm. The Rensselaer Iron Works, in time, came under their control.

Mr. Winslow, then vice president of The Troy City Bank, and John A. Griswold, its president, performed a public service, 1861-62, by pressing upon the government the necessity of building Captain Ericsson's proposed *Monitor*. They took a contract to build the vessel for \$250,000. The contract was signed Oct. 4, 1861, and on the 9th the keel of the *Monitor* was laid at Green Point on the East river. A division of the labor among several contractors facilitated construction, and the ship glided from the ways at 8 a. m., Jan. 30, 1862. A large sum of money was lost on the contract, but the next day after the *Monitor's* success was assured, the Government gave Messrs. Winslow & Griswold contracts for six more iron clads, which reimbursed them.

In 1862, Corning & Winslow began the manufacture of puddled steel. During 1863-68, John A. Griswold and Mr. Winslow, having purchased the exclusive right to make Bessemer steel in America, were associated in steel works in Troy and there rolled the first steel rails ever made in the United States, worth then \$112 a ton. During 1863-68, Mr. Winslow was also an owner of iron mines in Moriah, N. Y., and he also held an interest in The Tredegar Iron Works in Richmond, Va. Mr. Winslow retired in 1867 and established his home in Poughkeepsie, and was at one time president of The Poughkeepsie & Eastern Railroad and of the company which constructed the Poughkeepsie bridge over the Hudson river. Mrs. Harriet W. Winslow and two children, Mary C. and Thomas S., survived him.

FREDERICK H. WINSTON, lawyer, Chicago, Ill., was born in Liberty county, Ga., in 1830. After a boyhood spent in Kentucky and careful study of the law, not only in Georgia but at Harvard and in the office of William M. Evarts in New York city, he opened an office in Chicago and in the practice of corporation law, partly as counsel for important railroads, has managed many important cases. He is a director of The Union Stock Yards & Transit Co., and The Chicago Junction Railway & Union Stock Yards Co., and member of the executive committee of both companies. He is also a Commissioner of Lincoln Park in Chicago, has held that position for fourteen years, and for thirteen years was president of the Board. Real estate is a favorite investment. Mr. Winston served his country as Minister to Persia in 1885.

BENJAMIN HENRY WISDOM, merchant and land owner, the most prominent citizen of Paducah, Ky., has risen from nothing to wealth during an eventful business career. Born at Spottsylvania Court House, Va., he had to leave school at Bowling Green, Va., at nine years of age, to go with his father to a farm in Todd county, Ky. School studies were resumed at Trenton in that county. At the age of seventeen, Mr. Wisdom became a clerk in a dry goods store in Trenton, and, in three years' time, showed his enterprise by buying a half interest, for which he paid with a note for \$3,120, redeemable two years after date. This was his first business transaction, and a profitable one, because during the fourteen years of his partnership in Waggener & Wisdom the firm carried on an excellent trade.

Moving then to Clarksville, Tenn., and continuing in business with Mr. Waggener, he dealt in tobacco with good results, and, through a connection he had established with The Bank of Tennessee, received an election as cashier without his own knowledge, a position he held for five years. He then again engaged in the leaf tobacco business in Clarksville. In 1864, Eckstein Norton, then of Paducah, Ky., Thomas J. Slaughter of St. Louis and Mr. Wisdom, formed a partnership in the commission business, and Mr. Wisdom spent some time in New York in the interest of the firm. He subsequently

formed a partnership with Mr. Norton in Paducah, where they carried on a banking business until 1872, as Norton, Wisdom & Co. Mr. Wisdom's investments are now widely scattered. In Texas, there are over 25,000 acres of valuable land in Brazoria county belonging to him, as well as 100 business lots at Velasco, large interests in and around Austin, and a farm of 600 acres, a mile from San Antonio. He also owns 600 business and residence lots, and a plot of forty acres near the heart of Duluth and valuable real estate at Superior City, Wis. The rise in value of this Northern property has been especially phenomenal. Good ability has been denoted in all his transactions.

Every working day finds him at an office in The American German National Bank building, and he now leads a quiet life in the care of his properties. Three children have come to him, Mrs. George Wallace, Mrs. Rev. W. E. Cave and Miss Belle Wisdom.

JONATHAN GILMAN WITHERBEE, iron manufacturer, Port Henry, N. Y., born in the town of Crown Point, N. Y., June 7, 1821, died in Port Henry, Aug. 25, 1875. There is reason to believe that the family, to which he belonged, originated near Witherby in England. John Witherbee the pioneer emigrated from Norfolk, England, in 1650 to Massachusetts. Capt. Silas Witherbee was in his day a prominent citizen of Salem, Mass., where he had been born in 1707. Leaving the parental roof at the age of eighteen and dependent entirely upon himself, Mr. Witherbee went to Port Henry and for a year occupied a place as bookkeeper. A similar place was then given him in the office of Tuckerman's rolling mill at Saugerties, N. Y., for several years, during which time Mr. Witherbee gathered a good deal of knowledge about the iron business. Being appointed agent of The Port Henry Iron Co., he returned to the starting point of his labors in life and helped manage the blast furnaces of the concern there. His first venture on his own account was in the firm of S. H. & J. G. Witherbee, formed in 1849 in partnership with his uncle. They undertook a forwarding and commission business and made it in a few years one of the largest of its kind in the State. In 1852, the partners bought an interest in an iron mine near Port Henry, and soon united their interests with those of Messrs. Lee & Sherman, who owned adjoining properties; and thus arose the firm of Witherbee, Sherman & Co., miners and smelters of iron, now one of the leading concerns in the iron industry of America. It is said that the product of the Port Henry mines was the first iron ore ever sent to Pittsburgh, Pa. Mr. Witherbee was closely identified with the local history of the Champlain valley and prominent in politics, yet no one could ever induce him to take public office. His business investments were mainly with Witherbee, Sherman & Co., The Port Henry Iron Ore Co., The Cedar Point Iron Co., The First National Bank of Port Henry, The Lake Champlain & Moriah Railroad and The Port Henry Towing Co. He promoted actively the building of the railroad along the west shore of Lake Champlain. While always liberal in charity, a form of practical help of which he was fond was to give young men a start in life and provide employment for those in need. Three children survive him, Frank S. Witherbee, who has succeeded the father in the companies above named; Florence, wife of Dr. E. H. Peaslee of New York; and Mary S., wife of W. T. Foote, jr., of Port Henry.—**FRANK SPENCER WITHERBEE**, manufacturer, Port Henry, N. Y., born there May 12, 1852, and a graduate of Yale university, class of 1874, as an only son succeeded his father in all the latter's enterprises at Port Henry. He has expanded the iron business beyond the point to which his father carried it and has recently exported Lake Champlain iron ores to Europe, a remarkable proceeding.

The Troy Steel Co., of which he is president, incorporated Dec. 19, 1893, has succeeded to the historic industry at Troy, founded by Erastus Corning, John F. Winslow, John A. Griswold and other famous men, and has recently erected an immense plant on Breaker island near Troy, for the manufacture of basic steel. Mr. Witherbee is a Republican and was Presidential Elector in 1888. He has been a member of the State and National Committees and is frequently a delegate to conventions. April 25, 1883, he married Miss Mary Rhinelander, daughter of the late Lispenard Stewart of New York. Mr. Witherbee has travelled extensively and belongs to many clubs, The American Institute of Mining Engineers, The American Association for the Advancement of Science and several other technical and learned societies.

HENRY ROGER WOLCOTT, financier, Denver, Colo., brother of Senator Edward O. Wolcott, born in Long Meadow, Mass., March 15, 1846, son of the Rev. Samuel Wolcott, a Congregational minister, and Harriet Amanda Pope, is of the lineage of Henry Wolcott, a colonist of 1630, and member of a famous family. Owing to frequent changes of residence, he received his early teaching in the public schools of Providence, Chicago and Cleveland, and then began life as a bank clerk in the last named city in 1860. He saw some service in the 150th and 143d Ohio regiments on the James river in 1864, and, after a few years in business in Springfield, Mass., went to Colorado, yet a poor man, and spent about a year in the mountains as a miner and employé in a quartz mill. Seventeen years were then devoted to The Boston & Colorado Smelting Co., of which for the last six years he was general manager, and in whose operations he made a small fortune. Mr. Wolcott then retired to invest his means in useful enterprises and the promotion of street railroads, telephone companies and land ventures. He is now treasurer of The Colorado Mining & Smelting Co., a director of The Equitable Life Assurance Society of New York, and officially connected with The Colorado Telephone Co., The Colorado Fuel & Iron Co., The Denver, Utah & Pacific Railroad and The First National Bank of Denver, and perhaps other corporations. In politics, a Republican, Mr. Wolcott was a member of the State Senate of Colorado, 1878-82, and president *pro tem.* during his last term. From large means, he has given liberally to charity and Colorado college. He belongs to numerous clubs, among them the Denver, of which he was president fifteen years; the Metropolitan of Washington; the Union, Union League, Lawyers', University, Players', and Manhattan Athletic, New York, New York Yacht, Larchmont Yacht, and American Yacht, of New York city, and the Eastern Yacht club of Boston. He is not married.

ROGER WOLCOTT, lawyer, Boston, Mass., is a great great grandson of Roger Wolcott, Governor of Connecticut and second in command in the famous expedition which captured Louisburg in 1745. Oliver Wolcott, son of the latter, was a Signer of the Declaration of Independence, a Major General in the American Revolution, and Governor of Connecticut. The grandfather of the subject of this sketch was Frederick Wolcott, for more than thirty years Judge of Probate in Connecticut, who twice refused a nomination as Governor and aided to elect to that position, his brother, who had previously served as Secretary of the Treasury under Washington and John Adams. J. Huntington Wolcott, father of Roger (Aug. 29, 1804-Jan. 4, 1891), became first the clerk and then a partner in A. & A. Lawrence & Co., took an active part in the development of manufactures in New England, served during the Civil War as treasurer of The New England Sanitary Commission, and at his death left a fortune to

his wife and his son Roger. Roger Wolcott was born in Boston, July 13, 1847, and graduated from Harvard, in 1870, as orator of his class. Choosing law for a profession, he obtained his degree at Harvard law school in 1874. The care of investments has occupied the attention of Mr. Wolcott almost to the exclusion of other matters; yet he has taken some part in public affairs, and has served in the Common Council of Boston, 1877-79; in the State House of Representatives, 1882-84; and in 1892 and again in 1893, was elected Lieutenant Governor of Massachusetts. Mr. Wolcott was married, in 1874, to Miss Edith Prescott, a descendant of Col. William Prescott, of Bunker Hill fame, and a grand daughter of William H. Prescott, the historian.

WALTER ABBOTT WOOD, manufacturer, Hoosick Falls, N. Y., son of the late Aaron Wood, manufacturer of wagons and plows, was born in Mason, N. H., Oct. 23, 1815, and died Jan. 15, 1892. When school had been left behind, Mr. Wood entered the factory of his father, who had moved to Albany in 1816. In 1835, he took a place as machinist in the works of Parsons & Wilder in Hoosick Falls and soon engaged in business for himself, in a small way. Seventeen years were devoted to the making of plows and castings. Meanwhile, in 1848, he had begun to experiment with mowing machines and took out some patents. Two machines were made for sale in 1852 and 300 in 1853. Having then bought a territorial right to manufacture from John H. Manny's patent, he rapidly increased his production, making 6,000 machines in 1860 and 8,500 in 1865. By gradual additions, Mr. Wood finally created a large and flourishing plant in Hoosick Falls. About thirty patents were taken out by him. Mr. Wood made an especial study of foreign markets and developed the exportation of his machines to such an extent that nearly the whole of his yearly production was marketed abroad. In his latter years, about 50,000 machines were manufactured per annum. In 1886, the business was incorporated. Many prizes were awarded to Mr. Wood's inventions, including the first medal at the Expositions in Paris, 1867 and 1878; Vienna, 1873, and Philadelphia, 1876; and France gave him the Cross of the Legion of Honor in 1867, and the Emperor of Austria bestowed upon him the order of Francis Joseph in 1873. Mr. Wood served as Member of Congress, 1879-83. He was twice married, first, in 1842, to Miss Bessie (daughter of Seth Parsons), who died in 1866, and next in 1867, to Miss Lizzie, daughter of the Rev. George H. Nichols.

FRANK WOODMAN, manufacturer, Charleston, W. Va., born at Mineral Point, Wis., Sept. 26, 1846, is a descendant of the first man child who saw the light of day in Newbury, Mass. As the son of Cyrus Woodman, lawyer, banker and real estate owner, and of Charlotte Flint, his wife, Mr. Woodman began life with some advantages of culture and ease. Graduating from Harvard college in 1869, he chose an open air profession at first and served as an axeman on The Burlington & Missouri River Railroad in Nebraska, and The Chicago, Dubuque & Northwestern Railroad for a year, and rose to the place of division engineer. In 1875, Mr. Woodman selected Charleston, W. Va., as his future habitation, and, with inherited means, soon infused much Northern energy into that tranquil and patrician State. At the threshold of his career there, he became a manufacturer of woolen goods in The Kanawha Woolen Mills, and later of articles for household use in The Dawley Furniture Co. and The Roy Furniture Co., but has since been occupied with nearly every problem connected with local development, and, as a maker of bricks, president of The Charleston Water Works Co., manager and chief owner of The Elk Foundry & Machine Co., and The Charleston

Gas & Electric Co., and the promoter of other enterprises, has revived the city immensely. He is also largely interested in The Mountain Lake Land Co. and in lands in Minnesota. A bright mind, unflagging labor and sleepless activity have made him the leading business man of his city. Oct. 15, 1884, Mr. Woodman married Nannie M., daughter of Dr. John Cotton, a descendant of the Rev. John Cotton of Boston, and he is the father of Ashton Fitzhugh and Charlotte Woodman.

PETER WOLFORD, real estate proprietor, Minneapolis, Minn., was born in York county, Pa., Feb. 3, 1812, and died Jan. 16, 1894. He began life upon a farm, which passed into his possession on the death of his father, and tilled this property for a number of years. Early in the Fifties, he was moved with a desire to go West, and in company with the late J. K. Sidle, visited Kansas City, Omaha and Minneapolis. Being greatly pleased with the prospects of Minneapolis, he made a small investment there and settled in the city in 1859. Soon afterward, J. K. Sidle, James Blair and Mr. Wolford formed the banking house of Sidle, Wolford & Co., which did a general banking business at 20 Bridge Square, and subsequently became The First National Bank of Minneapolis. Thereafter, Mr. Wolford was engaged in loans. Early in life, he married Mary Ann Carl, who passed away in 1890. Their five children are Mrs. Sarah W. Cook and Mrs. Henrietta W. Cornell of Chicago; Jacob A. Wolford of Cynthia, Ky.; Mrs. Jennie W. Hartman of Pittston, Pa., and William L. Wolford.

JOHN LAMB WOODS, lumberman and financier, passed all the earlier and most arduous portion of his notable business career in the State of Michigan, but, during the last twenty years of his life, was a resident of Cleveland, O. Both branches of the family line of Mr. Woods originated in England, the pioneers in this country becoming identified with affairs in New England in the early days of colonization and development. Oliver Woods, father of the subject of this memoir, while remembered as a man of stern integrity, known among his neighbors for virtues inherited from a sterling ancestry, passed his life in the uneventful pursuit of farming, and did not figure to any large extent in public affairs. To Oliver and Lucinda Lamb Woods was born a son, the subject of this sketch, upon the farm in Corinth, Vt., Feb. 11, 1821.

During a vigorous boyhood, John L. Woods attended the free schools of the neighborhood, mainly in Corinth and Richmond, and, at the age of thirteen, lost his father by death. Too young to work the farm and too ambitious to be content in any event with rural life, the boy, at the age of fifteen, took a clerkship in a country store in his native town. In a metropolitan city, young men usually fit themselves for a business career by study at a commercial college; but while these colleges are of the greatest value to the crude lads who enter them, there is no preparatory school for a merchant in the world which surpasses, in the completeness of its training, a country store; and many of the most eminent business men of to-day are graduates therefrom.

At the age of twenty-two, Mr. Woods went to Port Huron, Mich., then scarcely more than a frontier town, but admirably situated at the foot of Lake Huron and in close proximity to great forests of pine, which were destined to work a magic change in the fortunes of the rising State. In Port Huron, Mr. Woods entered the store of Cummings Sanborn, a lumber concern, owning lands in the interior and a saw mill at Port Huron. There his ability, economy and diligence enabled him to purchase an interest in the store, and finally to become the owner of the entire business and property of the company, consisting of stores and timber lands and a saw mill in Port Huron. His



John L. Woods.

business was successful and, as his capital increased, he purchased more timber lands and extended his operations into several localities in Michigan and elsewhere.

Mr. Woods possessed remarkable talent for organization, and he gradually enlarged his business, establishing, during his career as a lumberman, the firms of Woods & Co. of Port Crescent, Mich.; Woods, Perry & Co. of Cleveland, O., and Pack, Woods & Co. of Oscoda, Mich., the latter now being a corporation.

About 1874, Mr. Woods changed his residence to the city of Cleveland, O., the better to supervise his growing interests, and identified himself at once intimately with financial affairs in that city. A quarter of a century of incessant application had lifted him to a position of affluence and larger affairs now demanded his attention. In 1886, he became president of The Euclid Avenue National Bank of Cleveland, and held that honorable position until the end of his days. The talent for organization, which had first displayed itself in the lumber business, was exhibited in a marked manner in all his financial operations in Cleveland. Every investment was controlled and managed upon a well considered plan and with scrupulous exactness and attention to details. From his numerous employés, Mr. Woods always required absolute truth and promptness in fulfilling their engagements; and while there was a marked air of austerity in his manner, the product of many years of battle with the world, and, in part, perhaps, derived from his ancestry, yet justice was an equally conspicuous trait and he never failed to recognize and reward in others the qualities which he admired.

While taking great interest in public affairs and frequently unbending so far as to guide others with sound advice and sagacious and disinterested views, and while always promoting measures affecting the general welfare of the city of Cleveland and the State, Mr. Woods felt no desire for public station and never accepted the least suggestion in that direction. But he was sincerely inspired with the desire to be of benefit to the age and country in which he lived, and the gifts which he made were generous beyond the average. His philanthropy showed itself mainly in the direction of educational work. Large sums of money were presented to schools and colleges, and Mr. Woods exhibited his fairness and sincerity by arranging his gifts entirely without regard to the sectarian bias of his own opinions.

Mr. Woods erected entirely at his own expense a new college building for the medical department of the Western Reserve university of Cleveland, and the building ranks among the finest in the United States. He also gave the university a large endowment fund, for the establishment and maintenance of new departments and for the care of the building he had built. The Woman's college of the same university also received from him a large endowment in memory of his wife, as did also the Lakeside Hospital of Cleveland, O. Among his other gifts to the cause of education and science, Mr. Woods built for the Bradford academy of Bradford, Vt., a commodious school building, and also erected and liberally endowed a public library there.

The extraordinary will power of the man was denoted during the last five years of his life. Confined to his bed much of the time, he nevertheless maintained entire control of his business, receiving reports upon every subject and directing matters so clearly and precisely, that when he passed away, all his affairs were left in exact order and his labors were successfully ended.

In 1849, Mr. Woods married Emily A. Moore of Richmond, Vt. No children were born to them. Mr. Woods died in Augusta, Ga., March 27, 1893, while on a trip to

the South for the benefit of his health. He retained his clear intelligence and reason until the end, and died as he had lived.

WILLIAM STONE WOODS, M.D., banker, Kansas City, Mo., son of James Harris Woods, originally of Kentucky, was born in Columbia, Mo., Nov. 1, 1840. His early life was full of adversity. When the boy was five years old, the father died, and William toiled at farm work and other manual labor for several years to support the family. As he grew older, he taught and attended school alternately, until, entirely through his own labors, he had graduated from the Missouri State university in 1861, and from Jefferson medical college in Philadelphia in 1864. He practiced medicine in Middle Grove and Paris, Mo., long enough to win the soubriquet of "Doctor."

In 1868, Dr. Woods moved to Omaha and engaged in a wholesale trade in groceries at the western terminus of The Union Pacific Railroad, and followed the construction men as far as Ogden, Utah. Gaining about \$7,000 of capital, he started a savings bank in Rochefort in his native county in January, 1869, and, as its cashier, built up its capital in ten years to \$50,000. In 1880, he moved to Kansas City and became a member of the firm of Grimes, Woods, La Force & Co., jobbers of dry goods, and also bought an interest in The Kansas City Savings Association, and became its president and manager. In 1882, this institution was merged into The Bank of Commerce, with a capital of \$200,000, Dr. Woods remaining the president, and in 1887, it was reorganized as The National Bank of Commerce, with a capital of \$2,000,000. Dr. Woods has been its president continuously to date. A large number of the young relatives of Dr. Woods are now occupied in banks in the West, in most of which Dr. Woods is a partner. At one time, he was a member of Woods, White & Woods, owners of ranches in South Dakota, and of a million dollars' worth of cattle. Long before the "boom" in Kansas City, he invested largely in real estate and is, to-day, the owner of valuable business property, covered with buildings and rented to good advantage. With others, he organized The Kansas City, Pittsburgh & Gulf Railway in 1890, began construction, and is vice president of the company, and is president of The Standard Fire Insurance Co.

Dr. Woods is a hard worker, a good judge of character, alert as to the future, and of very decided opinions on all subjects. The Orphan's school at Fulton, Mo., received \$50,000 from him a few years ago. Dr. Woods was married in 1866 to Miss Bina McBride of Paris, Mo., and has one child, a daughter.

CHAUNCEY B. WOODWORTH, merchant, financier and one of the leading citizens of Rochester, N. Y., was a son of the late Spencer Woodworth. The latter, one of the pioneers of Monroe county, had removed from South Coventry in Tolland county, Conn., to the town of Gates, in the Summer of 1819, locating about a mile and a half west of the city of Rochester on what is known as the Chili road. The family made its journey from Connecticut in one of the large covered wagons used in early days, there being then no other means of travel to this section. On the 9th of June, 1819, they arrived at the tavern of Oliver Culver in Brighton, where they halted for the night, and spent the whole of the following day in reaching their new home. So little had been done toward opening a road, that they were obliged to travel by way of "the rapids," following as best they could a line of marked trees. The infant son of this pioneer, Chauncey, had been born on Feb. 25, 1819, and was consequently at the time of the migration about four months old, and his life has been coincident, therefore, with momentous changes in his part of the State.



L. B. Woodworth

The youth remained at home, devoting a share of each year to the acquirement of such education as was available, until he was twenty-one years of age. He then engaged in the grocery business in Rochester on the corner of East Main and North St. Paul streets, thus for the first time identifying himself with the business interests of the city, which has since felt in so many ways the influence of his energies. About 1841, the store was abandoned and a farm purchased in Irondequoit, where Mr. Woodworth established a large saw mill, operating it for several years and supplying the lumber for many of the buildings which were being erected in the rapidly growing city of Rochester.

In 1853, together with Jones & Osburn, he built the Crystal Palace block on East Main street and a few years later removed to his present place of residence on South Washington street. It may be said that Mr. Woodworth had, by virtue of industry, energy and unusual business sagacity and judgment, met with continued success in all of his undertakings; and now, with increased capital, he embarked in new lines of business. One was the manufacture of perfumery and glassware, and this was also a success and developed into one of the largest trades of its kind in the country. It is yet carried on by The C. B. Woodworth's Sons Co.

The present extensive and efficient street railway system of Rochester is largely the outgrowth of Mr. Woodworth's enterprise. In 1868, the railroad company's property and franchise were sold under mortgage foreclosure, Mr. Woodworth buying the plant entire. He reorganized the company and extended its tracks and other facilities, until there were few cities in the country more thoroughly and satisfactorily supplied with street railroad accommodations than Rochester. In 1889, the interests of himself and associates were sold to a syndicate.

Mr. Woodworth is not without clearly defined political convictions, and, while he has never sought public office, he was once, in 1852, induced to accept the nomination for Sheriff of Monroe county on the Whig ticket, and was elected. He has been a trustee of The Mechanics' Savings Bank, and, since 1867, has been a director and is now vice president of The Flour City National Bank. He is also vice president of The Rochester Trust & Safe Deposit Co. He has been a member of the Second Baptist church for about forty-one years, and was one of its trustees for about forty years. He is also a trustee of the Rochester Theological Seminary. Among recent undertakings, is the erection of the Woodworth Building, corner of State and Platt streets, one of the largest and finest commercial structures in Rochester. It is of steel, faced with pressed brick, absolutely fire proof, and is six stories high, with a front of 143 feet on State street and 135 feet on Platt street. A man of public spirit, he has always, in all measures for the general advancement and welfare of Rochester, exhibited a deep interest, and both in his social and business relations he enjoys the esteem of the community.

Jan. 5, 1841, Mr. Woodworth was married to Martha J. Smith of Boston, Mass. They have had five children, three of whom are sons, and all, except one deceased, are now living in Rochester.

MOSES EDSON WORTHEN, manufacturer, Passaic, N. J., born Nov. 2, 1837, in Boston, Mass., is the son of Moses P. and Irene C. Worthen. He grew to manhood under circumstances not sufficiently eventful to need particular mention. Patient labor, combined with a clear head, alert mind and courageous disposition brought him forward in practical affairs, and he is now a member of the firm of Worthen & Aldrich,

manufacturers of satinettes, and largely interested in The Manhattan Print Works, The Empire Print Works, and The Delawanna Bleachery. He has always been a Republican in politics, and entertains energetic convictions of his own concerning the benefits of Democratic supremacy to both capital and labor. Married in Boston in 1862, he has been the father of nine children, of whom two are living, Henry Edson and Irene C.

AMMI W. WRIGHT, lumberman, Alma, Mich., manufacturer and financier, enjoys a well earned place in the list of founders of the industries of Michigan.

Born in Grafton, Vt., July 5, 1822, his early years were spent on the farm, where he developed a strong physique and acquired habits of economy and thoroughness which have been characteristic of his entire business career. At the age of twenty-two years, he engaged in the carrying trade between Rutland, Vt., and Boston and acquired a little capital. March 6, 1848, at Rockingham, Vt., he married Harriet Barton, who died at Saratoga, N. Y., June 30, 1884. From this union there were three sons and two daughters, of whom only one survives, Mrs. Sarah H. Lancashire of Alma. In 1849, he leased and conducted the Central Hotel in Boston. Turning his steps westward, in 1851, he came to Saginaw, Mich., and in the vast tracts of pine timber saw his opportunity and fortune, and settled on the lumber business as his vocation. To this work, he brought a wealth of physical and mental energy, strong will, perseverance and endurance, which met problems and obstacles only to solve and overcome them; and so, continually broadening his plans and extending his operations, he has for many years been a prominent figure among the successful business men of the Saginaw valley. He has from time to time associated with him young men of energy, integrity and ability, sharing with them the burdens and emoluments of his varied enterprises.

He is the head of The A. W. Wright Lumber Co., which owns large areas of pine lands, together with large saw mills and salt blocks at Saginaw, Mich. About two years ago, the firm of Wright, Davis & Co. sold a large tract of pine lands in Minnesota, including upward of four hundred million feet of pine timber, contracted to lumber it, and to this end have recently completed and are operating a railroad into the property. Dec. 21, 1885, Mr. Wright married Anna Case of Exeter, Ontario, and in the following year moved to Alma, on Pine river, thirty miles west of Saginaw. Immediately the little hamlet took new life. Here he built the Wright House, one of the finest hotels in the State; the Alma Sanitarium, one of the largest and best equipped remedial institutions in the country; and other large and substantial structures and donated the land and building which secured the establishment of Alma college. He is now the first citizen in this thriving village of 1,700 population, owns a modern flour mill and creamery, is partner in W. S. Turck & Co., bankers; gives personal supervision to his large stock and dairy farms, aggregating a thousand acres skirting the village on the south; is president of The Alma Sanitarium Co., and also treasurer and liberal patron of Alma college. He has large investments elsewhere, notably The Swan River Logging Co., Wright, Davis & Co., owners of 25,000 acres of timber and mineral lands on the Mesaba range; Wells, Stone & Co., Saginaw, Mich.; The Marshall Wells Hardware Co. of Duluth, Minn.; Wright & Boyles, sash and blind manufacturers, Oswego, N. Y.; The C. C. Mengel, jr., & Bro. Co., Louisville, Ky.; The Taylor-Woolfenden Co., Detroit, Mich.; the Pitcher Lead Co., Joplin, Mo.; and is president of The Merchants' National Bank, Battle Creek, Mich.; Wells Stone Mercantile Co., wholesale grocers, Saginaw and Duluth; First National Bank, Saginaw, Mich.; and the Advance Thresher



W. W. Knight

Co., Battle Creek, Mich. He is also a large real estate holder in Texas and Kansas City, Mo.

He justly regards with pride his New England parentage. The love of freedom, the independence of character, the stern virtues of patriotism and obedience to law and authority that characterize her people belong to him as one of her worthiest sons. His life long friend and legal adviser says of him: "Mr. Wright is a strong man physically and mentally; of great business capacity, a thorough organizer; strong in his friendships, strong in convictions of right and in his hatred of the tricks of business of which some even boast. His integrity stands as an unquestioned fact in his history. Born to lead, his varied experience in commercial enterprises makes him a safe counselor and guide. Naturally modest and diffident, he is independent in thought, and when a conclusion is reached, firm and unchanging. He stands to-day in his maturity, strong in the consciousness of well spent years; strong yet to plan and perform; strong in his credit and good name, and a worthy example for young men to pattern after, as showing what intelligence and probity may accomplish in the way of success in life."

CHARLES BARSTOW WRIGHT, a financier of Philadelphia, Pa., was born, Jan. 8, 1822, at Wysox, Bradford county, Pa., where his parents had settled about the year 1814 on their way from Connecticut to the Wyoming valley.

Rufus Wright, who was a currier by trade, at the earnest solicitation of Colonel Piollet, formerly a French army trader, started the first tan yard in Bradford county. About 1824, Rufus Wright moved to Athens, Pa., where his son, Charles, was placed at the Athens academy until he reached the age of fourteen, when Rufus moved on his farm in East Smithfield. Charles went with the family but soon became restless, and after two years was engaged by Jesse E. Bullock to go with him to the eastern part of Bradford county. In a village called LeRaysville, Mr. Bullock opened a store for the sale of general merchandise. Charles's adaptation to the business soon brought him into prominence, and he became so proficient that at the age of nineteen, he was admitted as a full partner in the general business of the trading post. This engagement continued until the young man had reached the age of twenty-two years, and gained a valuable experience.

Charles had long wished for an opportunity to see the West, and in the Spring of 1843, he was employed by C. L. Ward of Towanda to go to Illinois for the officials of the county and look up several thousand acres of land, owned by eastern capitalists in and near Chicago. At that time, Chicago contained 5,000 people and consisted mostly of one and one and a half story wooden houses. Young Wright spent the greater part of three years attending to the interests of eastern men until he finally purchased the remaining interests of his employers, and his management proved very remunerative during the following few years. In the meantime, Mr. Wright had married Miss Cordelia Williams of Erie, Pa., in which city he engaged to live for a year after his marriage. At the expiration of the year, he desired to return to Chicago, but inducements were held out to him which resulted in the establishment of the first banking house in Pennsylvania, west of Pittsburgh, under the name of Williams & Wright. During this successful copartnership, young Wright was made a director in The Philadelphia & Erie Railroad, projected to run from Erie to Philadelphia across the Allegheny mountains. Mr. Wright took an active part in this enterprise, and being the only director west of the mountains, became prominent in the work of pushing the road through, and was

thus occupied nine years. The railroad was then leased to The Pennsylvania Railroad and is yet an important connection of the latter system.

From that time forward, Mr. Wright devoted most of his time to railroad enterprises. In the Autumn of 1863, he organized the construction of The Warren & Franklin Railroad from near Warren on the Allegheny river and down its banks to Oil City, a distance of about sixty miles. Here he purchased the control of the Oil Creek and two other lateral roads, thereby acquiring entire control of the system of railroads connecting with the oil territory as then developed.

The oil carrying business was a very successful one for seven years, when Mr. Wright sold the control of the business and roads to The Allegheny Valley Railroad. This was in February, 1870, and, within ten days after the transfer, Mr. Wright was invited to represent the \$5,000,000 syndicate raised by Jay Cooke, the first money that went into the Northern Pacific enterprise. Mr. Wright at first rejected the proposition, but subsequently accepted the responsibility for one year and finally became interested in the undertaking, after he had paid a visit to the State of Oregon and Washington Territory. Five hundred miles of the Eastern end and 100 miles of the Western end of the line were put under contract and both ends were completed in the Autumn of 1872 and Spring of 1873. In September, 1872, a committee of The Northern Pacific, consisting of William B. Ogden of Chicago, Senator William Windom of Minnesota, Gen. George W. Cass of Pennsylvania, C. B. Wright of Philadelphia, and others, went out to locate a point somewhere on the Pacific coast suitable for a great trans-continental terminus. Extensive powers were given this committee. The trip was made over The Union and The Central Pacific Railroads to San Francisco and thence up the coast by steamer to Puget Sound, where, after an examination of ten days, the head of the Sound on Commencement Bay, where Tacoma is now located, was decided on as the proper point. The committee also visited the Columbia river from its mouth to the head of navigation, about 400 miles, and returned to New York early in November, when General Cass was made president of The Northern Pacific in place of Governor Smith of Vermont, and C. B. Wright assumed the vice presidency.

In September, 1873, there was no further sale of bonds, and a suspension was the result. Mr. Wright was given charge of the details in the management of the 500 miles of road and several leased lines, until a year later, when the road was placed in the hands of General Cass as receiver, and C. B. Wright was made president. At that time, the floating debt reached the sum of \$6,000,000, with a bonded debt of \$33,000,000, and prudent and careful management was necessary. Trains were regularly run, payments to employes were promptly made, the line from St. Paul to Bismarck on the Missouri river was put in good order to meet the wants of the public and the various military posts, and the affairs of the company were kept well in hand. In 1874, the plan of reorganization was adopted. In the meantime, the hundred miles of road on the Pacific coast between Tacoma and Kalama on the Columbia river, had been completed.

The capital stock of the company had been originally fixed by act of Congress at \$100,000,000, but up to 1874, no stock had been issued. Therefore, in the reorganization the entire capital was kept intact and divided as follows: \$49,000,000 of common, and \$51,000,000 of preferred stock. This latter stock was issued in exchange for the entire outstanding \$33,000,000 of bonded debt.



C. B. Wright

Mr. Wright assumed the entire charge of the reorganization and management of the company, including the construction on the Pacific coast and the extinguishment of the \$6,000,000 of floating debt. On May 24, 1879, he resigned the presidency of the company and sailed for Europe in search of much needed rest. On his return, in October, 1879, he assumed the chairmanship of the Finance Committee of the road. Soon afterwards the syndicate of \$40,000,000, was formed by American and European bankers, when active work was begun and continued until the completion of this great enterprise.

JAMES ANDERSON WRIGHT, shipowner, Philadelphia, Pa., was born in Talbot county, Md., Sept. 3, 1815, and died in Philadelphia, June 7, 1894. William Wright, pioneer of the family, came from England to America in the seventeenth century. Peter Wright, father of James A., came to Philadelphia with his family in 1817, and in the following year established the house which yet bears the name of Peter Wright & Sons. At the age of thirteen, the subject of this memoir entered his father's office, and, with the exception of one year at boarding school, was connected with the house until the end of his days. In 1836, he was admitted as a partner of his father, and, in 1848, when the latter retired, the sons, James A. and Edward N. Wright, continued the business under the old name of Peter Wright & Sons. The firm erected a large building for themselves at 505 Market street, but, in 1872, moved to a new one of their own on Walnut street. At first, merchants and importers, about 1840 they established a branch in the pottery district of Staffordshire, England, extended their interests to shipping, received and exported cargoes of merchandise, and, Nov. 19, 1861, shipped, in the *Elizabeth Watts*, a brig, the first cargo of refined petroleum, 1,329 barrels, ever sent from the United States to a foreign port. They soon owned a fleet of their own, became agents for various lines of steamers, including the old American line to England, began to use steamships about 1870, and, in 1871, they organized The International Navigation Co., James A. Wright, president. In the expansion of the business of this company, Peter Wright & Sons were active and prominent, and were always its general agents. In 1887, Mr. Wright retired from the presidency. He was long president of The First National Bank of Philadelphia, and was an organizer, 1864-65, of The Atlantic Petroleum Storage Co., treasurer of The Southern Mail Steamship Co., and treasurer of The Winifrede Coal Co., and director of many other corporations. Martha Tatum of Wilmington, Del., became his wife, June 6, 1838, but died Jan. 19, 1844, leaving one son, Theodore. May 7, 1850, he married Mary L. Cook of New York city. His children by her were James A., jr.; Edith, wife of James McCarthy; Frances, wife of Henry B. Davis; Ernest N., Walter C. and Marian A. Wright.

JOHN C. WRIGHT, financier, Indianapolis, Ind., born, Oct. 17, 1832, in Rockville, Ind., is a son of ex-Governor Joseph A. Wright, who died in Berlin while serving his second term as American Minister to the court of Prussia. The son was educated in the public schools, De Pauw university and the University of Berlin, and acted for a time as secretary of legation to his father, taking the place of Chargé d'Affaires after Governor Wright's death. Mr. Wright carried on a successful wholesale grocery trade in his city for many years, and retired with considerable means to devote himself to loans, banking, real estate and mining properties. His operations have given him a large fortune. He is married, with no children living, and is yet actively engaged in busi-

ness. Having a knowledge of German and French, he has travelled considerably in North America, Europe, Asia and Africa, and is fond of fishing and shooting, and attributes his good health no little to out-of-door relaxations. Among his investments are interests in The Hecla Consolidated Mining Co., The Hildebrand Hardware Co. and other important corporations, and the Wright block in Indianapolis, which he owns.

WILLIAM MAXWELL WYETH, merchant, St. Joseph, Mo., was born, Feb. 17, 1832, in Harrisburg, Pa., and descends from Nicholas Wyeth, who came from England previous to 1645 and settled near Boston, Mass. John Wyeth, an editor and printer, was born in 1670 at the homestead at Cambridge, which remained in the possession of the family for 200 years or more. He was employed to go to the Island of San Domingo, when a young man, to take charge of a printing establishment there, and was there at the time of the local rebellion. He had some difficulty in escaping from the island but finally returned to the United States, settled at Harrisburg, Pa., published *The Oracle*, became Postmaster under President Washington, and acquired a fortune. Francis Wyeth, son of the latter, succeeded his father in business. published *The Oracle* and conducted a book business. A grand uncle of the subject of this sketch was one of the men disguised as Mohawk Indians, who emptied the tea into Boston Harbor upon a celebrated occasion, and a cousin of his grandfather was one of the Signers of the Declaration of Independence for Virginia. He spelled his name George Wythe. William M. Wyeth, son of Francis Wyeth, was educated in a military academy in Harrisburg, and being offered a position in a dry goods house in Chillicothe, removed to that place in 1848, being then sixteen years of age. In 1852, he secured a clerkship in a hardware store and in 1856 became a partner. He sold his interest in 1860 and removed to St. Joseph, where he carried on a wholesale and retail business for many years, finally confining himself to the wholesale trade. In 1880, the business was merged into The Wyeth Hardware Manufacturing Co., of which he has always been president. He has invested largely in its real estate, is vice president of The National Bank of St. Joseph and has been president of a bank now out of existence. Mr. Wyeth has never shown any desire for political office, although solicited frequently to run for Congress and for Mayor of the city. He was married in 1858, and has two children, Maud and Huston Wyeth. He is a member of the Benton and Commercial clubs.

SAMUEL WYMAN, merchant, Baltimore, Md., born in Brookline, Mass., Oct. 25, 1789, died in New York city, March 29, 1865. With a fair education, he entered the dry goods trade of Boston as a clerk, and learned manliness, self-reliance and honesty. In 1816, he settled in Baltimore and formed the dry goods firm of Wyman & Co. A few years made him a very important and successful merchant. When he finally retired from business, it was to establish his residence at an old mansion and farm of 150 acres, formerly owned by Charles Carroll of Carrollton, situated then outside the city limits of Baltimore, on Charles street, which Mr. Wyman purchased. The land is now within the city of Baltimore. Mr. Wyman never resided in New York city as a permanency, but frequently spent the Winters there with his daughter, Mrs. Herman D. Aldrich, at whose residence, No. 8 East 14th street, he died. Married Oct. 19, 1820, to Miss Hannah Davis, his children were Elizabeth, wife of the late Herman D. Aldrich of New York; Samuel Wyman, jr., of New York city, and William Wyman of Baltimore.



Arthur M. Stutz

Y.

ARTHUR GOULD YATES, merchant and railroad president, Rochester, N. Y., a man of fine personality and attainments, was born Dec. 18, 1843, in East Waverly, N. Y., son of Judge Arthur Yates and grandson of Dr. William Yates, both of the latter having been men of more than usual distinction respectively during their times.

William Yates, the grandfather, a native of Sapperton, near Burton-on-Trent, England, born in 1767, was a cousin of two famous men, Sir Robert Peel, the statesman, and John Howard, the philanthropist, and, like his two distinguished relatives, exhibited during his long and useful career not only personal abilities of a high order but the benevolence which was perhaps his most marked characteristic. In 1799, he arrived in America, locating in the city of Philadelphia, and it was he who introduced the art of vaccination there. The following year, he returned to England for a short time, and then came back to the new world and joined Judges Cooper and Franchot and General Morris in ascending and exploring the then sparsely settled Susquehanna valley. Having met and married a daughter of one of the leading settlers of Butternuts valley, Dr. Yates sailed with his bride to England. Two years later, having disposed of Sapperton to his brother Harry, Dr. Yates returned to America for a permanent stay. Settling upon a large estate, which he had purchased in Butternuts, now the town of Morris, Otsego county, N. Y., he gained a wide reputation for his charities and good deeds, and died in his ninetieth year, honored and lamented by all who knew him.

Arthur Yates, oldest son of Dr. William Yates, born in Butternuts, Feb. 7, 1807, enjoyed a valuable training of mind and heart under the loving care of his parents at home and gained his formal education at the public schools of his day. In 1832, he removed to what was afterward known as East Waverly, N. Y., but then called Factoryville. There in the center of a growing and beautiful region, in mercantile pursuits and the lumber business, which he prosecuted on an extended scale for thirty years, he became one of the best known men of his part of the State, doing much to beautify the present village of Waverly and aiding actively to develop the banking, religious and educational interests of that section. In 1838, the Governor of the State appointed Mr. Yates Judge of Tioga county, the duties of this position being discharged by him with conscientious thoroughness and fidelity. In January, 1836, he married Jerusha, daughter of Zeba Washburn of Otsego county, and died in 1880, one of the soundest and most highly esteemed residents of the county.

Arthur G. Yates, second son and fourth of the seven children of Judge Yates, began life with a thorough education, first in the local schools of his native town and later in various academies, and, in 1865, after some preliminary experience in business pursuits, established his home in the city of Rochester, N. Y., at twenty-two years of age, having accepted a position in the employment of The Anthracite Coal Association.

Two years later, having acquired a thorough knowledge of the business and feeling sufficiently confident of his own powers, he engaged in the coal trade on his own account, and he has ever since been connected with that business in a constantly increasing ratio.

In April, 1890, Mr. Yates was elected president and director of The Buffalo, Rochester & Pittsburgh Railway, and in this responsible position, which he yet holds, his remarkable executive ability, comprehensive knowledge of affairs and unusual sagacity have been made fully apparent.

In May, 1896, an association of the coal interests of The Buffalo, Rochester & Pittsburgh Railway with The Bell, Lewis & Yates Coal Mining Co., originally organized by Mr. Yates in 1876 to mine and ship bituminous coal and whose trade had grown to enormous proportions, placed in Mr. Yates's hands the control of the largest bituminous coal mining interest in the United States.

Dec. 26, 1866, Mr. Yates married Miss Virginia L., daughter of Roswell Holden of Watkins, N. Y. His children are four in number, Frederick W., Harry, Florence—now Mrs. Levi S. Ward—and Russell P. With his family Mr. Yates attends St. Paul's church, of which he is warden. Mr. Yates is also a member of the Genesee Valley Club.

WILLIAM CLYMAN YAWKEY, lumberman, Detroit, Mich., bears a name prominent in the lumber trade of Michigan and indicative, wherever known, of enterprise, thrift, sound character and honorable success. The ancestors of the family were enterprising settlers of Germantown, Pa., who came from Germany in the days of William Penn, soon after that part of the country had been acquired from the aboriginal inhabitants, while, on the maternal side, the pioneers were an English family, who settled in Westmoreland county, Va. John Hoover Yawkey, son of George of this line, born May 12, 1806, was taken while an infant by his parents to a farm at Waterloo, near Seneca Lake, N. Y. In 1818, the family migrated to Ohio, settling on a farm near Dalton, Wayne county, the journey being made in wagons, drawn by cattle, over rough and muddy trails. John H. Yawkey grew to manhood on the farm, married in 1828 Lydia, daughter of Philip and Hazel Clyman, natives of Virginia, became a merchant of wheat and produce in Massillon, O., a lumberman and flour miller, and, after one or two changes of residence, sold his interests in Ohio, settled in Flint, Mich., in 1852, and operated a saw mill on the Flint river, three miles from town. Some large tracts of pine land were also bought, the products of which were rafted to the Saginaw river, and in 1859, Mr. Yawkey removed to Saginaw and spent the residue of his days there and at Bay City and Detroit, Mich., dying in 1889 in East Saginaw, honored and universally respected.

William C. Yawkey, one of the three sons of John H. Yawkey, was born in Massillon, O., Aug. 26, 1834. Owing to the then moderate means of his parents, he received only a common school education, supplemented, however, by diligent study at home at night, and, at the early age of fourteen, began earning his own support at \$6 a month in a hardware store, using a part of his earnings to farther his education. Afterward, he became a clerk in his father's lumber office, and, in 1851, removed to the then small village of Flint, Mich., in advance of the family. There, until 1854, he followed the business of manufacturing lumber in a saw mill on the Kearsley river, three miles from Flint, being interested in the enterprise with his father. In 1854, he joined an older brother, the Hon. Samuel W. Yawkey, then in the lumber business at East Saginaw. At first, he made the village of Lower Saginaw, now Bay City, his home, and began working by the month, attending to the manufacture of logs and timber into lumber and the shipment of the latter. These duties occupied him until



P. L. Yawkey



Chas D. Perkins

1857, when Mr. Yawkey became a member of C. Moulthrop & Co., commission lumber merchants, and took charge of the main office at East Saginaw.

In 1859, Mr. Yawkey established himself as an independent commission lumber merchant under his own name, taking the agency of a leading Chicago firm for which he bought logs and lumber, while retaining the business of many of his former customers. By energy and skill, he developed within a few years a commission business, which was one of the largest and most noted in the Saginaw valley. The firm of W. C. Yawkey & Co. came into existence in 1863, his father and brother Edwin being copartners. The other brother, Samuel, entered the firm in 1865. Meantime, Mr. Yawkey had engaged in the purchase of pine lands, the cutting of logs, and the manufacture of lumber, and later he extended his operations so as to produce shingles and lath and to purchase timber lands for others. Mr. Yawkey soon developed into one of the best inspectors and judges of standing timber in the State of Michigan. His own purchases were vast in extent and lay chiefly on the Cass, Bad, Rifle and other rivers flowing into the Saginaw.

In 1869, Mr. Yawkey married Emma E. Noyes of Guilford, Vt., and they have two children, Augusta L., wife of Thomas J. Austin, and William Hoover Yawkey.

In 1878, Detroit became his home and from his office there immense operations have since been directed. He owns no less than 150,000 acres of timber lands in Michigan, Wisconsin, Minnesota, Alabama, Florida and other Southern States. The Yawkey & Lee Lumber Co., Ltd., was organized in 1888, with saw mills at Hazelhurst, Wis., but was succeeded in 1893 by The Yawkey Lumber Co. Of both companies, he has been president. Mr. Yawkey is president of The Western Knitting Mills, and a director in one of the principal banks and several insurance companies in Detroit, an owner of the Bessemer, Commodore and Alpena iron mines on the Mesaba range, and has interests on the Pacific coast.

Mr. Yawkey has always avoided political advancement and never has experienced a desire to enter politics, being a man of retiring disposition. He is entirely self made, having started with nothing except his hands and business capacity, and has, by honesty, perseverance, foresight and energy, accumulated a large fortune.

CHARLES TYSON YERKES, president of The North Chicago and The West Chicago Street Railroad Co's, is a son of Charles Tyson Yerkes, and up to the time of the settlement of his father's estate he added "junior" to his name. His mother was Elizabeth Link Broom, who came from an old Philadelphia family of English descent. The name Yerkes is Welsh, the first settlers bearing that name having emigrated to this country from England a few years before the Penn colony of Quakers arrived, afterward assimilating with the followers of William Penn. The lineage can be traced to the time of their arrival in Philadelphia with that good man, on board the ship *Welcome* in 1682.

The subject of this sketch was born in Philadelphia, June 25, 1837. His parents were Quakers, and he was brought up in their faith. Like many other members of that sect, he did not adopt the straight coat, broad brimmed hat and retiring manners of the earlier times, and the membership in his family will, in all probability, go out with him.

Mr. Yerkes received his education at the Quaker school and the Central high school in Philadelphia.

In early life, he was a young man of marked activity, always desiring to be at the front, whether in mischief at school or in a money making project. An anecdote of the boy will show his natural thrift. When about twelve years old, he was fond of attending the auction sales held on Saturdays at an auction store in the vicinity of his home. One day, arriving early, he discovered a number of boxes of soap which bore the same brand as that used by his family, which he had often been sent to purchase at the corner grocery. He had always paid twelve cents per pound at retail for this soap. An idea occurred to him. He went at once to the grocer and asked what that soap was worth by the box. The latter, thinking the boy wished to purchase, told him eleven cents per pound. The boy demurred, saying it was too much. The grocer replied that very little profit was made on soap, and facetiously remarked he would pay nine cents per pound for any quantity. Young Yerkes left the store and went directly to the auction room. He bid six cents a pound in a shrill but sturdy voice, and every one looked at the new bidder. A box of soap was sold to him at six cents per pound and every one except the boy laughed, the spectators being greatly amused. The earnest boy bought fifteen boxes, one at a time, for six cents a pound; and ten more at $5\frac{1}{2}$ cents a pound, and then to the astonishment of the grocer told the latter the soap was his. The grocer took the soap and paid for it. Mr. Yerkes has often said the making of this money so startled him, that instead of being filled with the idea that money was easy to make, his great fear was that he might in some way lose it. He therefore did not repeat the venture.

After leaving school, he became a clerk in the flour and grain commission and forwarding house of James P. Perot & Bro. In those days, it was a great privilege to be permitted to enter a first class house to learn the business, and Mr. Yerkes consequently received no salary. However, on account of his close attention, he was presented with fifty dollars at the end of the year. In 1858, although then only twenty-one years of age, he started a stock broker's office on Third street in Philadelphia, and in three years was so prosperous as to be able to purchase a banking house at No. 20 South Third street and establish himself as a banker.

The negotiation of first class bonds was his specialty. Those were War times and Government, State and city bonds were heavily dealt in. The high premium for gold made city bonds sell low, owing to the fact that the interest was payable in currency, and Mr. Yerkes conceived a scheme to raise the price from eighty-five cents to par, which was carried into successful effect, and the city was able to raise money to pay bounties to the soldiers and for the parks which were then being purchased. It should be understood that in accordance with their charter, the city could sell no bonds at less than par. Consequently, when the price was below that figure, the city could not pay the War bounties or make improvements. This close alliance with the city, however, proved a Waterloo to Mr. Yerkes. At the time of the Chicago fire, he was prominent in Third street, had made money rapidly, and was feeling that he might begin to take life more easily. He never took a holiday but was always attending to business. The panic occasioned by the fire in Chicago caught him carrying a large load of securities. He was in debt to the city for bonds sold on its account, it being the custom to make payments at the end of every month. The city authorities demanded settlement at once, and, knowing that to pay one account in full would be unfair to the balance of his creditors, Mr. Yerkes suspended and made an assignment. From the fact that the

law did not provide for his having possession of the city's money, and as he refused to give the city preference over his other creditors, severe measures were resorted to to compel him to do so. He was firm, however, and insisted that, as he had given up everything he possessed, it should be divided to every one alike. This was the most trying period of his life; and while he and his friends feel satisfied with his action, the severe strain he was obliged to pass through was such as few men could stand. While it made his friends stronger, it gave his enemies, for a time, an opportunity to cast reflections upon him.

At the time of his failure, he lost a large interest which he had held in The Seventeenth & Nineteenth Street Railway Co., which had been in his possession since 1861. His interest was sold at a great sacrifice to help pay his debts. In 1873, at the time of the Jay Cooke failure, he began the recuperation of his fortune. His business was rapidly growing at that period, and appreciating at once that Mr. Cooke's suspension meant a serious decline in everything, he sold stocks heavily before purchasing. Immense and quick profits were the result, and he soon found himself well established. In 1875, he purchased an interest in The Continental Passenger Railway of Philadelphia, and saw the value of the stock rise from \$15 per share to over \$100.

The first visit to Chicago was made in 1880. At that time, gold was coming from Europe in almost every steamer which arrived at New York, yet money was not easy there. Inquiry developed the fact that it was going West, principally to Chicago. The idea forced itself upon the mind of Mr. Yerkes that a new money center was being formed, and he resolved to investigate. The result was that he extended his investigation yet farther West. After visiting St. Paul, Minneapolis and Duluth, he pushed on over The Northern Pacific Railroad, but was stopped by a severe snowstorm at Fargo. It was there, sitting near the stove at the hotel, that he listened to the tales of the "boomer" who had arranged to make a grand Dakota demonstration in the Spring. The crops had been good and prices high. No one who has not had experience can fully appreciate the wondrous tales which can be uttered under these circumstances. It was not long before Mr. Yerkes joined a syndicate, afterward buying out his associates. When the Spring opened, he built business blocks, dealt heavily in acre property, and organized the first Fair held in North Dakota. The display of farm machinery was the best ever made. All the large manufacturers were represented, and the shafting for the machinery was about a quarter of a mile long.

Then, selling out most of his Dakota interests, he removed to Chicago in the Autumn of 1881 and opened a bank at the corner of La Salle and Madison streets. This was operated in conjunction with his house in Philadelphia, the latter managed by his partner. From the time of his advent in Chicago, he had looked with longing eyes on the street railways, particularly The North Side, but it was not until 1886 that he was able to negotiate for it. A satisfactory arrangement was then made with the stockholders, and, after associating with himself some Chicago capitalists and a few of his old friends in Philadelphia, he took possession of The North Chicago City Railway. The company was completely reorganized, and, after many difficulties, in which he was obliged to work single handed against the most strenuous efforts of those who were jealous of his appearance in the street railway field, Mr. Yerkes at length accomplished the reorganization and change of motive power from horse to cable. The greatest success achieved was the utilizing of the old La Salle street tunnel, which had almost

entirely gone into disuse, thereby overcoming the great detriment which was experienced by the people of the North Side on account of the swing bridges. Two years later, he closed negotiations for the majority of The Chicago West Division Railway stock, and that company was reorganized in the same manner as the North Side road. Mr. Yerkes acted with full authority from his associates, and it is said their confidence in his experience and management was such that they refused to advise with him, but left him to act entirely as his judgment should dictate. The results show the wisdom of their course.

Mr. Yerkes is a Republican, although not an active politician. He believes in a protective tariff, for the reason that, while all articles used in his business would be cheapened by free trade, the prosperity of the country demands that labor should be protected by such duty on imported goods that our home manufacturers can compete with foreign makers.

In 1881, Mr. Yerkes married Miss Mary Adelaide, daughter of Thomas Moore, a retired capitalist of Philadelphia, who had been for a number of years connected with the firm of Powers & Weightman, manufacturing chemists in that city.

To his regular habits, care and abstemious life, he probably owes his remarkably well-preserved physical condition. He has lived in the line of the old adage, "Early to bed and early to rise," and has a ruddy, robust appearance, sustained by a constitution which would indicate that, though he has passed the half century mile-stone, for years to come he will yet be in the prime of life. He is a quick thinker, a keen observer, and the possessor of a bright intellectuality. As the world sees him, he is a calm, austere, pushing business man; but as he is seen after office hours, he is the most genial of men and presents a nature radiant with pleasantry. He has very little taste, however, for society, although a member of a number of clubs.

Mr. Yerkes is one of Chicago's liberal and public spirited citizens and the University of Chicago has found in him a friend and benefactor. A recent gift from him to that institution provides for a telescope, designed to be the largest and finest in the world and to cost about half a million dollars. When made, this instrument ought to prove of benefit not only to the university but to science as well.

HENRY L. YESLER, founder of Seattle, Wash., who died at his home there, Dec. 16, 1892, was born in a log cabin on a farm in Washington county, Md., Dec. 31, 1810. In 1830, Mr. Yesler removed to Massillon, O., and spent nineteen years in a saw mill. In 1851, he found his way to Oregon, worked for a time in a saw mill in Portland and then went to California, where he operated a gold mine at Marysville. From a sea captain, Mr. Yesler first gained an idea of the wonderful forests on the shores of Puget Sound. Sailing for the Sound, he landed in 1852 at a little settlement of a few log cabins on the site of what is now Seattle, at the edge of a vast and unexplored forest. Five settlers had cabins there, but no one had yet filed a claim to his land, and the pioneers readjusted their homesteads, so as to permit Mr. Yesler to take up a claim on the shore, near what is now the foot of Yesler avenue. There, early in 1853, he put into operation the pioneer saw mill of the Sound, which gave the settlement immediate importance. For years, it was the only establishment in the place which gave employment to a force of men, and, being the largest building, it served the inhabitants as storehouse, town hall, court room, mess room, hotel and meeting house, and was the center of the activities of the place.

In May, 1853, a town site was laid out and named Seattle, after Sealth, the friendly chief of the Suquamish and Dewamish Indians, Seattle being as near to the actual pronunciation as the white man could attain. Yesler's mill was operated until shortly before the great fire of June 6, 1889, being, in fact, the last log building in Seattle to be demolished. Saw milling was thereafter carried on upon a donation land claim at Lake Washington, at a place named Yesler, by The Yesler Mill & Lumber Co. As the town grew in population, the land of Mr. Yesler became valuable. Some of it he sold and on the rest he built. The fire of 1889 caused him a heavy loss, but he immediately began the construction of the Pioneer and several other fine buildings.

Originally a Democrat, Mr. Yesler became a Republican during the Civil War. He was several times elected County Auditor, and served also as Commissioner of King county more than one term, and as Mayor of Seattle in 1874, and again in 1885. In every leading commercial enterprise of Seattle, he bore a leading part. He worked with his own hands on the first coal railroad, promoted The Seattle & Walla Walla Railroad, the local water works and various other enterprises, and strongly favored the transcontinental railroad. He was a genial man, generous, retiring, quiet, erect, brave, quick in action and hospitable, and thoroughly respected by all who knew him, in spite of a rough exterior and plain manners. His treatment of the Indians gave him great influence with them, which he employed for the benefit of the people of Seattle.

Before leaving Massillon, Mr. Yesler married Sarah Burgert, who died in 1887. Their two children both died at an early age. In 1890, he married Miss Minnie Gagle, who survived him.

JAMES YOUNG, merchant, Middletown, Pa., called also the "prince of farmers" in his vicinity, was born at Swatara Hill, two miles east of Middletown, July 25, 1820, son of Peter and Sophia Young. Peter Young, originally of Berks county, Pa., passed the greater part of his life in hotel keeping, and became proprietor in time of the Washington House in Middletown. The maternal grandfather of James Young was David Ettla, by birth a German. Mr. Young was allowed to have only a common school education, his father then requiring the boy's assistance in the hotel. He grew up a very diligent, wide-awake and practical young man, and by superior enterprise identified himself prominently with all the local interests of Middletown. He owned canal boats, traded in lumber, coal and tobacco, operated a limestone quarry at Leamon Place, Pa., became purchasing agent of The Northern Central Railroad, owned the very valuable Young farms, and in due course of events became a director in The American Tube & Iron Co., The Pennsylvania Railroad, The Merchants' National Bank of Harrisburg, The Pennsylvania Steel Co., and The Lancaster and The Harrisburg Traction Co's. That which is here related in so few words occupied Mr. Young during an active business life of over half a century. He belonged to the Manufacturers' club of Philadelphia. Mrs. Young was Anna Redsecker, and their surviving children are Redsecker Isaac Young, Mrs. Harry P. Dunbar, Simon Cameron Young, civil engineer, and Harry Peter Young. Delanson J., James S. and Sarah H. have passed away. Mr. Young died in Middletown, May 4, 1895.

SAMUEL MARSH YOUNG, lawyer, Toledo, O., born in Lebanon, N. H., Dec. 29, 1806, was required by his father, Samuel Young, builder and carpenter, to learn a trade, as were the other boys in the family. After leaving the grammar schools, therefore, he spent three years at the bench as a carpenter and joiner, and then, after

attending the academies in Holderness, N. H., and Shoreham, Vt., he entered the office of John H. Pomeroy of Burlington, Vt., and studied law. In 1835, Mr. Young opened a law office in Maumee City, O., and was, from 1838 to 1856, a partner of Morrison R. Waite, afterward Chief Justice, in the law firm of Young & Waite. This was a prosperous firm, and in 1856, Mr. Young felt able to retire and did so, engaging in the canal business and banking. In 1860, he removed to Toledo and took an active part in railroad enterprises, being especially connected with The Cleveland & Toledo The Dayton & Michigan, The Toledo & Detroit, The Canada Southern and The Wabash Railroads. Mr. Young is now out of business, but has large interests in real estate. The Toledo Gas Co., canals, grain elevators, bridges and other good properties. His life has been uneventful, free from extraordinary or startling incidents, but prosperous in consequence of ability, diligence and improvement of the opportunities of the times. He has never belonged to a club and has refused repeated invitations to stand for public office, but is a sterling man and an Episcopalian. June 29, 1841, at Maumee City, he married Angelina L. Upton. Horatio, Charles Frank and Eliza, his children, have passed away, but Morrison W. and Helen E., wife of Francis B. Swayne, survive.

MOSES COWAN YOUNGLOVE, manufacturer, Cleveland, O., born in Cambridge, N. Y., in 1812, died, April 13, 1892. He was a son of Samuel Younglove, an early settler in New England, and prepared for college in Greenwich, N. Y., but chose a business career. Settling in Cleveland in 1836, he established a printing and stationery business not long after his arrival, introducing the first power printing press ever seen in that section of the country. Many extensive commercial ventures occupied him in the course of his years, including manufacture of agricultural implements and a number of the most important local improvements, and large ownership of stock in a gas company. His children were three in number, but Mrs. Willard Abbott alone survived.



Z.

EUGENE ZIMMERMAN, capitalist, Cincinnati, O., born Dec. 17, 1845, in Vicksburg, Miss., is a grandson of a Colonel in the Dutch army in Holland, who resigned his sword and came to America and lived first in New York city and later in Philadelphia and Ohio. Solomon, son of the pioneer, was born in Ohio, went South while a young man, married Hannah J. Biggs in Vicksburg, and became a manufacturer of machinery. Eugene, son of the latter, was sent North for an education in Farmers' college, near Cincinnati. At Gambier, he prepared for Kenyon college, but the Civil War broke out, and, although only sixteen, he enlisted in the navy as master's mate. Going at once to Admiral Porter's fleet in front of Vicksburg, the home of his boyhood, Mr. Zimmerman saw much arduous and active service before the War was over. He took part in the engagements of Haynes Bluffs, Arkansas Post, St. Charles, Duvall's Bluffs, and Fort Pemberton, and in the Yazoo Pass expedition, the capture of Fort De Rusey, the Black and Ouachita river expeditions, the capture of Trinity and Harrodsburgh on the Ouachita, the capture of the Confederate rams *Webb* and *Missouri*, the capture of Mobile, and the Red River expedition. During this service, promotion was given him to the rank of ensign, master, and lieutenant, successively, and he was the youngest officer in the Navy of his rank all through the War.

The father had come North just before the War for his health, but died. All his property in Vicksburg was destroyed and his slaves freed by the War, and Eugene was forced upon the return of peace to work out his own career. He started with a small sum of money only, saved from the pay in the Navy, entered the lumber business in Hamilton, O., for a year or two, and then became for several years an oil merchant in Cincinnati. He built up a large business, which he finally sold to The Standard Oil Co., in which company he yet retains an interest. He then engaged in railroad building, aided by early studies in civil engineering, acquired an interest in various roads, was president of some of them, and is now interested in The Cincinnati, Hamilton & Dayton, The Cleveland, Lorain & Wheeling, The Cincinnati, New Orleans & Texas Pacific, The Chesapeake & Nashville and The Alabama Great Southern Railroads. Of the first, he is vice president and in the other companies a director.

In 1876, Mr. Zimmerman married Marietta A., daughter of Abraham and Elizabeth M. Evans of Cincinnati. Mr. Zimmerman passed away in 1881. Their one child is Miss Helena. Mr. Zimmerman is a member of the Queen City club of Cincinnati and the Lotos, United Service and American Yacht clubs of New York city. He belongs to the Loyal Legion also, and is an Odd Fellow and a Mason in the 32d degree, as well as a vestryman of St. Paul's Episcopal church.

INDEX.

PAGE		PAGE		PAGE	
A					
ABBOTT, HORACE.....	5	BAKER, LIVINGSTON L.....	49	BLODGETT, DELOS A.	95
ABBOTT, SYLVESTER K....	6	BALBACH, EDWARD.....	49	BLOOD, ARETAS.. ..	96
ABELL, ARUNAH S.....	6	BALDWIN, ALBERT.....	50	BLOODGOOD, HORACE S ...	96
ACKERMAN, ERNEST R....	7	BALDWIN, ELBERT I.....	50	BOLLES, RICHARD J.....	97
ADAMS, ALVIN.....	9	BALDWIN, HENRY P.....	51	BONAPARTE, CHARLES J....	97
ADAMS, CHARLES F.....	10	BALDWIN, MATTHIAS W...	51	BONEBRAKE, GEORGE H....	98
ADAMS, J. MCGREGOR.....	11	BALDWIN, ORVILLE D....	52	BONNER, EDWARD L.....	99
ADAMS, JAY E.....	11	BALKE, JULIUS.....	53	BONYNGE, CHARLES W....	99
ADAMS, JOHN Q.....	12	BALL, GEORGE.....	53	BOOKWALTER, JOHN W... ..	100
ADAMS, WALDO.....	9	BALLANTINE, PETER.....	54	BOOTH, ALFRED.....	100
ADDICKS, J. EDWARD.....	12	BANCROFT, HUBERT H....	54	BOOTH, JAMES.....	101
ADRIANCE, JOHN P.....	13	BANGS, EDWARD.....	57	BOOTH, NEWTON	101
AGASSIZ, ALEXANDER.....	14	BANIGAN, JOSEPH.....	57	BORDEN, GAIL.....	102
AINSWORTH, JOHN C	14	BARBER, OHIO C.....	58	BORDEN, HENRY L.....	102
AKELEY, HEALEY C.....	15	BARBER, PHILETUS S.....	61	BOSLER, JAMES W.....	103
ALDEN, GEORGE A	16	BARBOUR, LUCIUS A.....	61	BOURNE, JONATHAN.....	104
ALDRICH, NELSON W.....	16	BARBOUR, ROBERT.....	62	BOWDITCH, CHARLES P....	105
ALEXANDER, ALEXANDER J..	16	BARNES, GEORGE.....	62	BOWDITCH, JONATHAN I....	104
ALGER, RUSSELL A.....	17	BARNUM, PHINEAS T.....	62	BOYCE, JAMES.....	105
ALLEN, GERARD B.....	20	BARNUM, WILLIAM H.....	64	BRADLEY, ALEXANDER... ..	105
ALLEN, THOMAS.....	20	BARR, WILLIAM.....	64	BRADLEY, DAVID O.	106
ALLERTON, SAMUEL W.....	21	BARROWS, HENRY F.....	65	BRADLEY, NATHAN B.....	106
ALLEY, JOHN B.....	22	BARRY, HENRY A.....	65	BRADLEY, NATHANIEL L....	107
ALTGELD, JOHN P.....	22	BARRY, PATRICK.....	65	BRADLEY, WILLIAM L.....	110
AMES, FREDERICK L.....	24	BARSTOW, AMOS C.....	66	BRADY, ANTHONY N.....	110
AMES, OAKES A.....	25	BARTH, WILLIAM.....	70	BREITUNG, EDWARD.....	111
AMES, OLIVER.....	28	BARTLETT, DAVID L.....	70	BRESLER, CHARLES E.....	111
AMORY, WILLIAM.....	29	BARTLETT, SIDNEY.....	72	BREWER, GARDNER.....	111
AMOKY, WILLIAM, JR.....	29	BASS, JOHN H.	73	BREWSTER, SIMON L.....	112
ANDERSON, JOSEPH R.....	29	BATEMAN, SETH.....	73	BRIGHAM, PETER B.....	112
ANDREWS, CHAUNCEY H. .	30	BAUGH, DANIEL.....	74	BRISBIN, JOHN.....	113
APPLETON, THOMAS G....	31	BAYARD, SAMUEL.....	74	BROADWATER, CHARLES A..	113
APPOD, GEORGE J.....	32	BEAN, JAMES S.....	75	BRONSON, CALVIN.....	114
ARBUTHNOT, CHARLES.....	32	BEARDSLEY, NELSON.. ..	76	BROOKS, ALMON.....	114
ARNOLD, BENJAMIN W.....	32	BECKER, PHILIP.....	76	BROOKS, CHAUNCEY.....	114
ARNOT, JOHN.....	33	BECKWITH, PHILO D.....	77	BROOKS, HORATIO G.....	115
ARNOT, MATTHIAS H.....	34	BEEBE, JAMES M.....	77	BROOKS, MOSES.....	115
ATHA, BENJAMIN.....	34	BEECHER, LUTHER.....	78	BROWN, GEORGE S.....	116
ATKINS, ELISHA.....	34	BEIDLER, HERBERT A.....	79	BROWN, HENRY C.....	116
AULTMAN, CORNELIUS.	35	BELDEN, JAMES J.....	79	BROWN, HENRY F.....	117
AUSTRIAN, JOSEPH.	35	BELL, ALEXANDER G.....	81	BROWN, JOHN.....	118
AVERELL, WILLIAM H....	36	BELL, WILLIAM A., M.D. .	82	BROWN, JOHN B.....	118
AVERY, BENJAMIN F.....	36	BEMENT, GEORGE W.....	83	BROWN, JOHN CARTER.....	119
AX, CHRISTIAN.....	37	BEMENT, WILLIAM B.....	82	BROWN, JOSEPH E.....	120
AYCRIGG, BENJAMIN.....	37	BERTRAM, JOHN.....	84	BROWN, SAMUEL R.....	121
AYER, FREDERICK.....	37	BERWIND, CHARLES F.....	84	BROWN, SAMUEL S.....	121
AYER, DR. JAMES C.....	38	BETZ, JOHN FREDERICK... ..	85	BROWN, TALLMADGE E....	122
AYLSWORTH, ELI.....	41	BIDWELL, GEN. JOHN.....	85	BROWN, WILLIAM H.....	122
B					
BABCOCK, FRANCIS G.....	42	BIGELOW, ANSON A.....	86	BRUNOT, FELIX R.....	122
BAGLEY, JOHN J.....	44	BIGELOW, ERASTUS B.	87	BRUSH, ALFRED E.....	124
BAILEY, CHARLES MARTIN..	45	BILLINGS, FREDERICK.....	87	BRUSH, CHARLES F.....	123
BAIRD, JOHN.....	45	BILLINGS, ROBERT C.....	88	BRUSH, EDMUND A.....	124
BAIRD, MATTHEW.....	46	BLACKSTONE, LORENZO.....	88	BUCKINGHAM, EBENEZER... ..	125
BAKER, CHARLES JOSEPH... ..	47	BLACKSTONE, TIMOTHY B. .	89	BUCKLEY, EDWARD.....	125
BAKER, DORSEY S., M.D. .	47	BLACKWELL, ANDREW J....	89	BUCKNELL, WILLIAM.....	126
BAKER, ISAAC G.....	48	BLAIR, JAMES.....	90	BUCKNER, SIMON B.....	126
BAKER, ROBERT HALL.....	48	BLAIR, JOHN I.....	91	BUHL, CHRISTIAN H.... ..	127
		BLAIR, WILLIAM.....	92	BUHL, THEODORE D.....	128
		BLAKE, EDWARD H.....	94	BULL, LORENZO.....	128
		BLANCHARD, NOAH F.....	94	BULLITT, JOHN C.....	128
		BLATCHFORD, ELIPHALET W.	95	BURDEN, HENRY.....	129

	PAGE
BURDEN, JAMES A.....	131
BURKE, STEVENSON.....	131
BURLEIGH, HENRY G.....	132
BURNHAM, THOMAS O. H. P.	132
BURNS, FRANCIS.....	133
BUSH, ASAHIEL.....	133
BUSHNELL, ASA S.....	134
BUTLER, BENJAMIN F.....	134
BUTMAN, FRANCIS C.....	135
BUTTRICK, FRANCIS.....	136

C.

CABLE, RANSOM R.....	137
CABOT, FRANCIS.....	137
CALDWELL, HENRY M.....	137
CALHOUN, JAMES E.....	138
CALLANAN, JAMES.....	138
CAMDEN, JOHNSON N.....	139
CAMERON, ALEXANDER.....	140
CAMERON, J. DONALD.....	142
CAMERON, PAUL C.....	142
CAMERON, WILLIAM.....	143
CAMPB, DANIEL J.....	144
CANNON, ANTHONY M.....	145
CANNON, CHARLES W.....	145
CAREY, JOHN B.....	146
CAREY, JOSEPH M.....	146
CARNEGIE, THOMAS M.....	146
CARR, JULIAN S.....	147
CARTER, WILLIAM T.....	148
CASE, JEROME I.....	149
CASE, LEONARD, SR.....	149
CASE, LEONARD, JR.....	150
CASE, THEODORE P.....	151
CASS, LEWIS.....	151
CASSATT, ALEXANDER J.....	152
CATON, JOHN D.....	152
CHACE, JONATHAN.....	153
CHAFFEE, JEROME B.....	153
CHALMERS, THOMAS.....	154
CHALMERS, WILLIAM J.....	155
CHAMBERLAIN, SELAH.....	155
CHANDLER, ZACHARIAH.....	156
CHAPIN, HENRY A.....	156
CHAPMAN, JOSEPH G.....	157
CHAPPELL, EDWARD.....	157
CHASE, WILLIAM L.....	158
CHATFIELD-TAYLOR, H. C.	158
CHAVEZ, FELIPE.....	158
CHENEY, BENJAMIN P.....	159
CHENEY, BENJAMIN P., JR.	161
CHENEY, JAMES.....	163
CHENEY, WARD.....	163
CHICKERING, THOMAS E.....	164
CHILDS, GEORGE W.....	164
CHILDS, OZRO W.....	165
CHISHOLM, WILLIAM.....	166
CHISHOLM, WILLIAM.....	166
CHOUTEAU, PIERRE.....	167
CHRISTIAN, GEORGE H.....	167
CHUTE, RICHARD.....	167
CLARK, JOHN M.....	168
CLARK, WILLIAM A.....	168
CLARKE, CRAWFORD W.....	173
CLOTHIER, ISAAC H.....	173
COATES, GEORGE M.....	175
COATES, KERSEY.....	176
COBB, SILAS B.....	176

COBURN, ABNER.....	177
COHEN, ALFRED A.....	178
COLBY, GARDNER.....	179
COLEMAN, GEORGE D.....	179
COLEMAN, WILLIAM T.....	181
COLKET, COFFIN.....	182
COLT, SAMUEL.....	182
COMSTOCK, ANDREW W.....	183
CONDÉ, SWITS.....	184
CONE, JOSEPH S.....	184
CONGER, ARTHUR L.....	185
CONNELL, WILLIAM.....	188
CONRAD, WILLIAM G.....	189
CONVERSE, ELISHA S.....	190
CONVERSE, JAMES W.....	190
COOK, SETH.....	191
COOKE, JAY.....	191
COOLIDGE, THOMAS J.....	192
COOPER, JAMES E.....	193
COOPER, JOB A.....	193
COOPER, SAMUEL C.....	194
COPE, CALEB F.....	194
CORBETT, HENRY W.....	196
CORBIN, PHILIP.....	197
CORCORAN, WILLIAM W.....	197
CORLISS, GEORGE H.....	198
CORNELL, EZRA.....	198
CORNELL, THOMAS W.....	199
CORNING, ERASTUS.....	200
CORNING, WARREN H.....	200
COWELL, HENRY.....	203
COXE, ECKLEY B.....	203
COXE, FRANK.....	204
CRAMP, CHARLES H.....	206
CRAMP, WILLIAM.....	204
CRAMTON, JOHN W.....	209
CRANE, RICHARD T.....	210
CRANE, ZENAS.....	210
CRAPO, HENRY H.....	210
CRARY, HORACE H.....	211
CRAWFORD, HUGH A.....	212
CREDE, NICHOLAS C.....	212
CRERAR, JOHN.....	212
CROCKER, CHARLES.....	213
CROCKER, CHARLES T.....	214
CROCKER, URIEL.....	215
CROUSE, DANIEL E.....	215
CROUSE, GEORGE W.....	216
CROZER, SAMUEL A.....	218
CUDAHY, MICHAEL.....	219
CULBERTSON, WILLIAM C.....	220
CUMMER, WELLINGTON W.....	220
CUMMINGS, WILLIAM H.....	220
CUPPLES, SAMUEL.....	221
CURRY, WILLIAM.....	221
CURTIS, LEMUEL J.....	221
CUTLER, DWIGHT.....	221
CUTTER, LEONARD R.....	222

D.

DALY, MARCUS.....	223
DANFORTH, CHARLES.....	223
DANIELS, LEONARD.....	224
DARST, JOHN.....	226
DAVENPORT, IRA.....	227
DAVENPORT, JOHN.....	228
DAVIDSON, JAMES.....	229
DAVIS, ALEXANDER H.....	229

	PAGE
DAVIS, ANDREW J.....	229
DAVIS, HENRY G.....	230
DAVIS, EDWARD L.....	232
DAVIS, HORACE.....	232
DAVIS, JOHN T.....	233
DAVIS, PERRY.....	233
DEAN, THEODORE.....	234
DE BARDELEBEN, HENRY F.	234
DEERE, CHARLES H.....	234
DEERING, WILLIAM.....	235
DE KOVEN, JOHN.....	236
DEMMON, DANIEL L.....	238
DENISON, MARCUS.....	238
DENNIS, ALFRED L.....	238
DENNISON, WILLIAM.....	240
DE PAUW, NEWLAND T.....	241
DERBY, WILLIAM M.....	242
DESHLER, WILLIAM G.....	242
DEXTER, FRANKLIN G.....	242
DEXTER, WIRT.....	243
DE YOUNG, MICHAEL H.....	243
DICKSON, THOMAS.....	243
DISSTON, HENRY.....	244
DITSON, OLIVER.....	245
DOANE, JOHN W.....	248
DOBSON, JOHN.....	248
DOLAN, THOMAS.....	248
DONAHUE, PETER.....	249
DONOHUE, JOSEPH A.....	250
DOWS, STEPHEN L.....	252
DOYLE, JAMES.....	253
DRAKE, ELIAS F.....	255
DRAKE, FRANKLIN N.....	255
DRAKE, JOHN B.....	256
DRAKE, THOMAS.....	257
DRAPER, WILLIAM F.....	257
DREXEL, ANTHONY J.....	260
DREXEL, FRANCIS A.....	261
DRYDEN, JOHN F.....	261
DUCHARME, CHARLES.....	264
DUDLEY, JOHN.....	264
DUFFY, JAMES.....	264
DULANEY, WOODFORD H.....	265
DUNBAR, ROBERT.....	265
DUNHAM, JOHN H.....	266
DUNPHY, WILLIAM.....	266
DUNWOODY, WILLIAM H.....	268
DU PONT, ELEUTHERE I.....	268
DU PONT, HENRY.....	270
DU PONT, HENRY A.....	272

E.

EASTMAN, GEORGE.....	274
EATON, HENRY F.....	274
EDMUNDSON, JAMES D.....	275
EELLS, DAN P.....	275
ELIASON, THOMAS W.....	277
ELKINS, WILLIAM L.....	277
ELLIS, EDWARD.....	280
ELLIS, LITTLEBERRY A.....	280
ELLSWORTH, JAMES W.....	280
ELLSWORTH, SAMUEL S.....	282
ELLWANGER, GEORGE.....	282
EMERIC, HENRY F.....	283
EMERY, LEWIS, JR.....	283
ENDICOTT, WILLIAM, JR.....	284
ENGLISH, JAMES E.....	284
ENGLISH, WILLIAM H.....	285

	PAGE
ENO, WILLIAM.....	285
ERSKINE, MASSENA B.....	286
ERWIN, CORNELIUS B.....	286
ESTES, CHARLES.....	286
ESTEY, JACOB.....	287
ESTEY, JULIUS J.....	290
ESTILL, JOHN H.....	290
EVANS, JOHN.....	291
EVEREST, HIRAM B.....	292

F.

FAILING, HENRY.....	293
FAIR, JAMES G.....	293
FAIRBANK, NATHANIEL K..	294
FAIRBANKS, HORACE.....	295
FAIRBANKS, THADDEUS....	297
FARGO, WILLIAM G.....	300
FARNAM, HENRY.....	300
FARRAND, JACOB S.....	301
FARWELL, CHARLES B.....	302
FARWELL, JOHN V.....	302
FAXON, HENRY H.....	302
FAXTON, THEODORE S.....	303
FEARING, DANIEL B.....	304
FELLOWS, JOSEPH.....	304
FERGUSON, JOHN L.....	305
FERRY, DEKTER M.....	305
FIELD, MARSHALL.....	306
FILER, ELIHU G.....	306
FILON, MICHAEL.....	307
FINLAY, WILLIAM J.....	307
FISHER, CHARLES D.....	308
FITLER, EDWIN H.....	308
FITZ, EUSTACE C.....	309
FITZGERALD, JOHN.....	309
FLAGLER, THOMAS T.....	310
FLEISCHMANN, CHARLES...	311
FLETCHER, CHARLES.....	311
FLETCHER, GEORGE N.....	312
FLOOD, JAMES C.....	312
FOLEY, STEPHEN A.....	313
FOOTE, JOHN T.....	313
FORBES, ROBERT B.....	314
FORD, DANIEL S.....	315
FOREPAUGH, ADAM.....	315
FOSDICK, SAMUEL.....	315
FOX, SAMUEL M.....	316
FRANCE, CHARLES B.....	317
FRANCIS, DAVID R.....	317
FREAR, WILLIAM H.....	318
FREEMAN, DANIEL.....	321
FREIBERG, JULIUS.....	322
FRELINGHUYSEN, FRED'K T.	322
FRENCH, CARLOS.....	323
FRENCH, HOWARD B.....	323
FRICK, HENRY C.....	324
FROST, RUFUS S.....	325
FULLER, LEVI K.....	325
FURTH, JACOB.....	326

G.

GADDIS, ELISHA B.....	327
GAGE, LYMAN J.....	329
GARRETSON, ARTHUR S.....	329
GARRETT, JOHN W.....	330
GARRETT, ROBERT.....	334
GARRETT, T. HARRISON....	336

	PAGE
GARY, JAMES A.....	337
GARRISON, ABRAHAM.....	338
GAUSE, JOHN T.....	339
GAZZAM, JOSEPH M.....	339
GILBERT, WILLIAM L.....	340
GILFILLAN, CHARLES D....	340
GILL, JOHN.....	341
GILPIN, WILLIAM.....	341
GILMAN, JOHN S.....	341
GIRD, RICHARD.....	342
GLEASON, LUCIUS.....	342
GOFF, DARIUS.....	343
GOODALL, CHARLES.....	343
GOODYEAR, FRANK H.....	344
GOUDY, WILLIAM C.....	344
GRANT, JAMES B.....	345
GRANT, WILLIAM D.....	345
GRATWICK, WILLIAM H....	346
GRAY, RICHARD C.....	346
GREEN, CALEB S.....	347
GRIFFIN, HENEAGE M.....	347
GREGG, JOHN.....	348
GRIGGS, CHAUNCEY W....	348
GRISCOM, CLEMENT A.....	349
GRISWOLD, JOHN A.....	352
GROSS, SAMUEL E.....	353
GRUBB, EDWARD BURD.....	356
GUFFEY, JAMES M.....	360

H.

HACKLEY, CHARLES H.....	362
HAISH, JACOB.....	362
HALE, EZEKIEL J. M.....	363
HAMBLETON, JOHN A.....	363
HAMILTON, WOODMAN C....	363
HAMM, THEODORE.....	364
HAMMOND, ANDREW B.....	364
HAMMOND, GEORGE H.....	365
HAND, DANIEL.....	366
HANNA, HOWARD M.....	366
HARDY, ALPHEUS.....	367
HARKNESS, STEPHEN V....	367
HARLAN, SAMUEL, JR.....	368
HARRINGTON, LEONARD B..	369
HARRISON, CARTER H.....	369
HARRISON, JOSEPH, JR....	369
HARRISON, LEARNER B....	370
HART, JAMES C.....	370
HARVEY, TURLINGTON W..	371
HASTINGS, WALTER.....	371
HATCH, SAMUEL.....	371
HATHAWAY, FRANCIS.....	372
HATHAWAY, HORATIO.....	372
HAUSER, SAMUEL T.....	373
HAYDEN, HENRY A.....	373
HAYDEN, PETER.....	374
HAYES, FRANCIS B.....	374
HAYES, WILLIAM J.....	375
HAYNES, JOHN C.....	377
HAYS, ROBERT S.....	380
HAZARD, ROWLAND G.....	381
HEARST, GEORGE.....	381
HEATH, STAFFORD R. W....	382
HEINEMAN, EMIL S.....	382
HEMENWAY, CHARLES P....	383
HERSEY, SAMUEL F.....	384
HAYDEN, HENRY, JR.....	384
HEWITT, HENRY, JR.....	384
HEWITT, WILLIAM P.....	385

	PAGE
HICKENLOOPER, ANDREW..	385
HICKOX, CHARLES.....	386
HIGGINS, FRANCIS W.....	386
HIGGINS, VAN HOLLIS.....	387
HIGGINSON, GEORGE.....	387
HIGGINSON, HENRY L.....	388
HIGINBOTHAM, HARLOW N..	388
HILES, GEORGE.....	389
HILL, HENRY.....	389
HILL, JAMES J.....	390
HILL, JAMES R.....	394
HILL, NATHANIEL P.....	394
HILL, WILLIAM C.....	396
HILTON, WILLIAM.....	396
HINCHMAN, THEODORE H..	397
HOAGLAND, GEORGE T....	397
HOBERT, GARRET A.....	398
HODGES, JAMES.....	400
HOLDEN, LIBERTY E.....	401
HOLT, THOMAS M.....	401
HOLTER, ANTON M.....	401
HOLTON, EDWARD D.....	402
HOOD, CALVIN.....	403
HOOD, CHARLES I.....	404
HOOPER, SAMUEL.....	404
HOPKINS, JOHNS.....	405
HOPKINS, MARK.....	406
HOPKINS, MOSES.....	406
HOPKINS, TIMOTHY.....	406
HORSFORD, EBEN N.....	407
HORWITZ, ORVILLE.....	408
HOSTER, LOUIS.....	408
HOSTETTER, DAVID.....	408
HOUGHTON, AMORY, JR....	409
HOUGHTON, HENRY O.....	409
HOUGHTON, LEVI.....	410
HOUSTON, HENRY H.....	411
HOWARD, FRANK T.....	411
HOWE, JOHN M.....	412
HOWE, THOMAS M.....	412
HOYT, JAMES M.....	413
HOYT, WILLIAM M.....	413
HUBBARD, BELA.....	414
HUBBARD, HENRY G.....	414
HUBBARD, WALTER.....	414
HUFF, GEORGE F.....	415
HUGHITT, MARVIN.....	416
HUIDEKOPER, FREDERIC W.	416
HUKILL, EDWIN M.....	417
HULMAN, HERMAN.....	418
HUNNEWELL, HORATIO H..	418
HURST, JOHN E.....	418
HUSSEY, CURTIS G.....	419
HUTCHINGS, JOHN H.....	420
HUTCHINSON, CHARLES L..	420
HYAMS, CHAPMAN H.....	420
HYDE, CHARLES.....	421

I.

ILIFF, JOHN W.....	422
INGALLS, MELVILLE E....	422
INMAN, HUGH T.....	423
INMAN, SAMUEL M.....	423
INMAN, WALKER P.....	424
IRVINE, JAMES.....	424
IRWIN, DAVID W.....	425
IRWIN, THEODORE.....	425
IVES, ROBERT H.....	425

	PAGE
J.	
JACKSON, MORDECAI W....	426
JAMES, JEFFERSON G.....	426
JAMES, WILLIAM H.....	426
JAYNE, DAVID.....	427
JEFFERSON, RUFUS C.....	428
JENKINS, ALFRED.....	428
JENKINS, E. AUSTIN.....	429
JENNINGS, JOHN D.....	429
JEWELL, MARSHALL.....	429
JEWETT, SHERMAN S.....	430
JOHNSON, E. KURTZ.....	432
JOHNSON, JAMES W.....	432
JOHNSON, OTIS R.....	434
JOHNSON, SAMUEL.....	435
JOHNSON, TOM L.....	435
JOHNSON, SAMUEL B.....	436
JONES, BENJAMIN F.....	436
JONES, FERNANDO.....	439
JONES, FRANK.....	440
JONES, JOSEPH R.....	443
JONES, JOSEPH T.....	443
JORDAN, EBEN D.....	444
JOSLIN, JOHN J.....	445
JOY, JAMES F.....	445
JOYCE, DAVID.....	447

K.	
KANTER, EDWARD.....	449
KASE, JOHN H.....	449
KEENER, FREDERICK A.....	450
KEENS, FRANCIS G.....	450
KEITH, EDSON.....	451
KEITH, ELBRIDGE G.....	451
KELLEY, HORACE.....	452
KELLY, OLIVER S.....	452
KEMBLE, WILLIAM H.....	452
KENEDY, MIFFLIN.....	453
KENEY, HENRY.....	454
KENNEDY, WILLIAM.....	455
KENNEDY, WILLIAM.....	455
KERENS, RICHARD C.....	456
KEYSER, WILLIAM.....	458
KIDDER, HENRY P.....	458
KIMBALL, WILLIAM S.....	459
KIMBALL, WILLIAM W.....	461
KIMBARK, SENECA D.....	463
KING, CHARLES G.....	464
KING, FRANCIS T.....	466
KING, RICHARD.....	467
KING, THOMAS H.....	468
KINGMAN, MARTIN.....	468
KINGSFORD, THOMAS.....	469
KINGSFORD, THOMSON.....	471
KINGSBURY, FREDERICK J..	473
KINNEY, THOMAS T.....	474
KIP, EDO.....	477
KITTSOON, NORMAN W.....	477
KNABE, ERNEST J.....	477
KNAPP, JOHN H.....	478
KNIGHT, BENJAMIN B.....	478
KNIGHT, EDWARD C.....	479
KNIGHT, ROBERT.....	479
KNOWLTON, WILLIAM.....	480
KOHLSAAT, HERMAN H.....	481
KOHN, DAVID A.....	481
KRUEGER, GOTTFRIED.....	481
KYLE, ROBERT B.....	482

L.	
LACKMAN, HERMAN.....	483
LADD, CHARLES E.....	483
LADD, JOHN W.....	483
LADD, WILLIAM M.....	484
LADD, WILLIAM S.....	483
LAMB, ARTEMUS.....	484
LANAHAN, THOMAS M.....	484
LANGDON, JAMES R.....	487
LANKERSHIM, JAMES B.....	489
LANSING, CHARLES B.....	489
LANYON, ROBERT.....	490
LAUGHLIN, HENRY A.....	490
LAWRENCE, AMOS A.....	491
LAWRENCE, FRANCIS W.....	491
LAWRENCE, SAMUEL C.....	492
LAWSON, VICTOR F.....	492
LEA, HENRY C.....	492
LEDYARD, HENRY B.....	493
LEISENRING, EDWARD B.....	494
LEITER, LEVI Z.....	495
LENMAN, JOHN T.....	496
LEWIS, GEORGE T.....	497
LEWIS, ISAAC C.....	498
LICK, JAMES.....	498
LILLY, WILLIAM.....	499
LINDBLOM, ROBERT.....	500
LINDEKE, WILLIAM.....	500
LINDERMAN, ROBERT P.....	500
LIPPINCOTT, JOSHUA B.....	501
LIPPITT, HENRY.....	502
LISTER, EDWIN.....	502
LITTLE, JAMES L.....	504
LITTLE, JOHN M.....	504
LIVINGSTON, CRAWFORD.....	505
LOGAN, JOHN S.....	505
LOGAN, THOMAS M.....	506
LONG, ADAM.....	509
LONG, ARTHUR B.....	509
LONGWORTH, NICHOLAS.....	509
LONGYEAR, JOHN M.....	510
LORING, CHARLES M.....	510
LOTHROP, GEORGE V.....	511
LOUD, HENRY M.....	512
LOVE, LEWIS.....	514
LOWRY, THOMAS.....	514
LUDINGTON, HARRISON.....	514
LUDINGTON, NELSON.....	515
LUDLOW, HENRY G.....	515
LUNING, NICHOLAS.....	518
LUTCHER, HENRY J.....	520
LUX, CHARLES.....	521
LYMAN, ARTHUR T.....	521
LYONS, ISAAC L.....	521

M.	
MCADEN, RUFUS Y.....	522
MCCARTHY, DENNIS.....	522
MCCORD, JAMES.....	522
MCCORMICK, CYRUS H.....	523
MCCORMICK, CYRUS H., JR.	527
MCCORMICK, LEANDER J.....	527
MCCORNICK, WILLIAM S.....	528
MCCULLOCH, HUGH.....	528
MCCULLOUGH, JOHN G.....	529
MCDONALD, ALEXANDER.....	532
MCDONALD, RONALD T.....	532
MCGRAW, ALEXANDER C.....	534

PAGE	
MCGRAW, JOHN.....	534
MCINTIRE, JOHN K.....	534
McKINNEY, JOHN L.....	535
McKNIGHT, SUMNER T.....	535
McLANE, LOUIS.....	535
McMILLAN, JAMES.....	536
McMILLAN, WILLIAM.....	537
McPHERSON, ALEXANDER.....	537
MACALESTER, CHARLES.....	538
MACKELLAR, THOMAS.....	538
MACNET, THEODORE.....	539
MAGEE, CHRISTOPHER L.....	539
MAGEE, GEORGE J.....	540
MAGOWAN, FRANK A.....	542
MALLORY, DWIGHT D.....	545
MANNING, EDWARD.....	545
MARBURG, ALBERT.....	546
MARKLE, GEORGE B.....	546
MARTY, ALLEN.....	546
MARTIN, EDWARD.....	547
MASON, ANTHONY L.....	547
MATHER, JOSHUA.....	548
MATTISON, RICHARD V.....	549
MAXWELL, NOBLE.....	550
MAYO, PETER H.....	550
MEANS, JOHN.....	551
MEANS, WILLIAM G.....	552
MEARS, CHARLES H.....	552
MEARS, NATHAN.....	552
MEDILL, JOSEPH.....	552
MELLON, THOMAS.....	553
MERRICK, TIMOTHY.....	553
MERRIAM, CHARLES.....	554
MERRIAM, WILLIAM R.....	555
MERRILL, J. WARREN.....	555
MERRYMAN, ANDREW C.....	554
MEYER, CHRISTIAN F. G.....	555
MILES, STEPHEN B.....	556
MILES, WILLIAM P.....	556
MILLER, ANDREAS M.....	557
MILLER, EDWARD.....	557
MILLER, EZRA.....	558
MILLER, HENRY.....	558
MILLER, JUSTUS.....	559
MILLER, LEWIS.....	561
MILLHISER, MOSES.....	562
MILLSAPS, REUBEN W.....	562
MILNER, JOHN T.....	563
MINOT, WILLIAM.....	564
MINOT, WILLIAM.....	564
MITCHELL, ALEXANDER.....	564
MITCHELL, ROBERT.....	565
MOEN, PHILIP L.....	568
MOERLEIN, CHRISTIAN.....	569
MOFFAT, DAVID H.....	570
MONTGOMERY, ALEXANDER.....	572
MONYPENY, WILLIAM.....	572
MOODY, WILLIAM L.....	573
MOORE, BLOOMFIELD H.....	573
MOORE, ROBERT.....	574
MOORE, SAMUEL L.....	574
MOORHEAD, JAMES K.....	575
MOORHEAD, JOHN.....	575
MORAN, CHARLES.....	576
MORGAN, DAYTON S.....	577
MORGAN, EDWARD B.....	579
MORRIS, JOSIAH.....	579
MORRIS, WISTAR.....	580
MORRISON, DORILUS.....	580

	PAGE
MORSE, LEOPOLD.....	581
MORTON, CHARLES A.....	581
MOSS, JAY O.....	582
MUHLHAUSER, GOTTLIEB..	583
MUHR, SIMON.....	585
MULVANE, JOHN R.....	586
MUNSON, SAMUEL A.....	586
MURPHY, DANIEL T.....	587
MURPHY, FRANKLIN.....	588
MURPHY, MARTIN.....	589
MYERS, JOHN G ..	589

N.

NEELY, JAMES C.....	591
NEVINS, HENRY C.....	591
NEWBERRY, JOHN S.....	591
NEWCOMER, BENJAMIN F..	592
NEWMAN, HENRY.....	592
NEWMAN, ISADORE, SR....	593
NEWMARK, HARRIS.....	593
NICKERSON, THOMAS.....	593
NORCROSS, ORLANDO W...	594
NORMAN, GEORGE H.....	596
NORRIS, WILLIAM.....	596
NORTON, GEORGE W.....	597
NORTON, HENRY B.....	597
NORTON, WILLIAM F.....	598

O.

O'BRIEN, EDWARD.....	599
O'BRIEN, WILLIAM S.....	599
O'CONNOR, THOMAS.....	599
O'DONNELL, COLUMBUS....	600
OLIVER, JAMES.....	600
OPPENHEIM, ANSEL.....	600
OSBORNE, DAVID M.....	601
OSGOOD, CHARLES.....	601

P.

PABST, FREDERICK.....	602
PACK, GEORGE W.....	602
PACKER, ASA.....	604
PALMER, POTTER.....	606
PALMER, THOMAS W.....	606
PALMS, FRANCIS.....	607
PALMS, FRANCIS F.....	607
PARDEE, ARIO.....	607
PARKER, CHARLES.....	608
PARKER, HARVEY D.....	610
PARKER, WARD M ..	611
PARRY, CHARLES T.....	611
PARTRIDGE, ERASTUS.....	611
PASFIELD, GEORGE.....	612
PATTEN, JOHN.....	612
PATTON, JOHN.....	612
PAXTON, JAMES W....	613
PEARSONS, DANIEL K.....	615
PEAVEY, FRANK H.....	615
PECK, FERDINAND W.....	616
PEDDIE, THOMAS B.....	616
PENCE, JOHN W.....	617
PEPPER, GEORGE S.....	618
PERKINS, GEORGE C.....	618
PERKINS, HENRY B.....	618
PERKINS, RICHARD.....	619
PEROT, T. MORRIS.....	619
PERRIN, EDWARD B.....	620

	PAGE
PETERS, RICHARD G.....	620
PEVEAR, HENRY A.....	620
PHELAN, JAMES.....	621
PHELAN, JAMES D.....	621
PHELPS, WM. WALTER....	623
PIERCE, HENRY L.....	625
PIERCE, RAY V.....	625
PIKE, EUGENE S.....	626
PILLSBURY, CHARLES A....	626
PILLSBURY, JOHN S.....	628
PINGREE, DAVID.....	629
PITCAIRN, ROBERT.....	629
PLANKINTON, JOHN.....	632
PLANT, INCREASE C.....	632
PLUMB, PRESTON B.....	632
POPE, ALBERT A.....	633
POPE, ALFRED A.....	636
POPE, JOHN.....	637
POTTER, ORRIN W.....	637
POTTER, THOMAS.....	639
POTTER, WILLIAM.....	640
POTTER, WARREN B.....	642
POTTS, JOSEPH D.....	642
POWER, THOMAS C.....	643
POWERS, ALBERT E.....	643
POWERS, DANIEL W.....	644
POWERS, NATHANIEL B....	644
POWERS, ORLANDO.....	645
POWERS, THOMAS H.....	645
PRATT, ENOCH.....	646
PRATT, ISAAC, JR.....	646
PRICKETT, WILLIAM R....	646
PROCTOR, GEORGE N.....	647
PROCTOR, THOMAS E.....	647
PULLMAN, GEORGE M.....	647
PUTNAM, HENRY C.....	648

Q.

QVALE, SIGVALD A.....	650
-----------------------	-----

R.

RAMSEY, ALEXANDER.....	651
RANKIN, DAVID.....	653
RAYNOLDUS, FREDERIC A...	654
READING, JOHN G.....	654
REAM, NORMAN B.....	655
REED, CHARLES M.....	657
REID, ANDREW.....	657
RENTON, WILLIAM.....	658
REQUA, ISAAC L.....	659
REYNOLDS, MORTIMER F...	659
REYNOLDS, WILEY R.....	659
REYNOLDS, WILLIAM F....	660
RICE, HENRY M.....	662
RICE, WILLIAM B.....	665
RICHARDS, CALVIN A.....	665
RICHARDS, SETH.....	666
RICHARDSON, JOHN P.....	666
RICHEY, AUGUSTUS G.....	667
RICHMOND, DEAN.....	667
RICHMOND, JEWETT M....	668
RICHMOND, SETH M.....	668
RIDGWAY, JACOB E.....	669
RIEMAN, JOSEPH H.....	669
RIGGS, GEORGE W.....	670
ROBBINS, ROYAL E.....	670
ROBINSON, RICHARD A....	670

	PAGE
ROE, JOHN J.....	671
ROEBLING, WASHINGTON A.	671
ROOT, FRANCIS H.....	672
ROOTS, LOGAN H.....	673
ROOTS, PHILANDER K....	674
ROSE, CHAUNCEY.....	674
ROTCH, WILLIAM J.....	675
RUSS, ADOLPH G.....	675
RUSSELL, HENRY E.....	675
RYAN, MATTHEW.....	676
RYER, WASHINGTON M....	676
RYERSON, MARTIN.....	677
RYERSON, MARTIN A.....	678

S.

SAGE, HENRY W.....	679
SALISBURY, STEPHEN.....	679
SANFORD, EDWARD J.....	679
SANFORD, STEPHEN.....	680
SAWYER, EDWARD P.....	685
SAWYER, JOSEPH.....	683
SAWYER, PHILETUS.....	685
SAYLES, ALBERT L.....	685
SAYLES, FREDERIC C.....	686
SAYLES, WILLIAM F.....	686
SCHMIDT, TRAUGOTT.....	687
SCHNEIDER, GEORGE.....	687
SCHOONMAKER, MALLORY D.	689
SCHUMACHER, FERDINAND..	689
SCHURMEIER, THEODORE L.	689
SCOTT, LUCIEN.....	690
SCOTT, THOMAS A.....	691
SCOTT, WILLIAM G.....	695
SCOTT, WILLIAM L.....	695
SCRANTON, JOSEPH H....	696
SCULL, DAVID.....	696
SEASONGOOD, ALFRED.....	697
SEASONGOOD, LEWIS.....	697
SEEP, JOSEPH.....	697
SELLERS, WILLIAM.....	698
SEWALL, ARTHUR.....	700
SEWARD, WILLIAM H., JR.	699
SEXTON, PLINY T.....	699
SHARON, WILLIAM.....	700
SHARPLESS, HENRY W....	701
SHAW, HENRY.....	701
SHAW, MILTON G.....	703
SHEAFER, PETER W.....	703
SHEARD, TITUS.....	704
SHEFFIELD, JOSEPH E....	705
SHELDEN, ALLAN.....	705
SHELDON, MARK.....	705
SHELEY, ALANSON.....	706
SHEPARD, DAVID C.....	706
SHEPARD, JOHN.....	707
SHEPHERD, ALEXANDER B..	707
SHERMAN, GEORGE R.....	708
SHERMAN, JOHN.....	709
SHUMAN, ABRAHAM.....	709
SIBLEY, HIRAM.....	709
SIMPSON, ASA M.....	710
SIMPSON, FRANK E.....	711
SIMPSON, SAMUEL.....	710
SIMPSON, MICHAEL H.....	711
SINGERLY, WILLIAM M....	711
SINTON, DAVID.....	712
SISSON, CHARLES G.....	713
SKINKLE, JACOB.....	715

	PAGE
SKINKLE, WILLIAM L.....	715
SKINNER, MARK.....	718
SLATER, HORATIO N.....	718
SLATER, JOHN F.....	719
SLEEPER, JACOB.....	719
SLOAN, GEORGE B.....	720
SLOANE, RUSH R.....	723
SLOCUM, ELLIOTT T.....	725
SMITH, ALEXANDER.....	727
SMITH, ALFRED.....	728
SMITH, EGBERT T.....	728
SMITH, GERRIT.....	729
SMITH, HORACE.....	729
SMITH, J. GREGORY.....	730
SMITH, JOSEPH N.....	732
SMITH, LYMAN C.....	733
SMITH, MARTIN S.....	734
SMITH, THOMPSON.....	735
SNOW, DAVID.....	736
SNOWDEN, ROBERT B.....	736
SOHIER, WILLIAM.....	737
SOPER, ALEXANDER C.....	737
SORG, PAUL J.....	737
SOULE, ASA T.....	737
SOULE, WILSON.....	738
SOUTHWELL, HENRY E.....	738
SOUTHWORTH, JOHN.....	738
SOUTHWORTH, WILLIAM P.....	739
SPAULDING, ELBRIDGE G.....	739
SPAULDING, HENRY C.....	740
SPENCE, EDWARD F.....	741
SPENCE, WILLIAM W.....	741
SPOONER, CLAPP.....	742
SPRAGUE, ALBERT A.....	744
SPRECKELS, CLAUS.....	744
SPRECKELS, JOHN D.....	747
SPRINGER, REUBEN R.....	750
SQUIRE, JOHN P.....	751
SQUIRE, WATSON C.....	753
STANFORD, LELAND.....	754
STEPHENSON, ISAAC.....	759
STERLING, EDWARD C.....	759
STETSON, JAMES B.....	759
STETSON, JOHN B.....	760
STEVENS, EDWIN A.....	760
STEVENS, EDWIN A.....	760
STEWART, LEVI M.....	761
STICKLER, JOS. WHIPPLE.....	762
STICKLER, JOS. WILLIAM.....	763
STICKNEY, JOSEPH H.....	765
STIX, LOUIS.....	766
STOCKBRIDGE, FRANCIS B.....	766
STOKES, EDWARD H.....	766
STONE, AMASA.....	768
STONE, JAMES S.....	769
STORY, NELSON.....	769
STOUT, HENRY L.....	769
STRATTON, WINFIELD S.....	770
STRAWBRIDGE, JUSTUS C.....	771
STREATOR, WORTHY S.....	773
STRONG, HENRY.....	773
STUDEBAKER, CLEMENT.....	774
STUDEBAKER, JOHN M.....	775
STUDEBAKER, PETER E.....	775
STURGES, EBEN P.....	775
STURTEVANT, BENJAMIN F.....	776
SUTRO, ADOLPH.....	777
SWIFT, GUSTAVUS F.....	777
SWIFT, LOUIS F.....	778

T.

TALBOT, WILLIAM C.....	779
TAYLOR, ABNER.....	779
THACHER, HENRY C.....	779
THAW, WILLIAM.....	780
THAYER, NATHANIEL.....	783
THOMAS, JOHN H.....	784
THOMAS, SETH.....	784
THOMPSON, DAVID P.....	785
THOMPSON, JOHN W.....	785
THOMPSON, WILLIAM D.....	787
THOMPSON, WILLIAM J.....	787
THOMSON, ELIHU.....	788
THOMSON, FRANK.....	788
THOMSON, J. EDGAR.....	789
THORN, JOHN.....	789
TIBBITS, GEORGE M.....	789
TODD, JAMES.....	790
TOME, JACOB.....	790
TOOTLE, MILTON.....	791
TORRENCE, JOSEPH T.....	791
TOWER, CHARLEMAGNE.....	793
TOWNE, ALBAN N.....	794
TOWNSEND, CHRISTOPHER.....	794
TRACY, JAMES J.....	795
TREE, LAMBERT.....	795
TROWBRIDGE, DANIEL.....	798
TUDOR, FREDERIC.....	800
TUFTS, ARTHUR W.....	800

U.

UPHAM, HENRY P.....	802
---------------------	-----

V.

VAIL, HENRY II.....	803
VANCE, JAMES N.....	803
VANDEGRIFT, JOHN J.....	803
VAN WICKLE, AUGUSTUS S.....	804
VASSAR, JOHN GUY.....	806
VASSAR, MATTHEW.....	806
VASSAR, MATTHEW.....	807
VILAS, SAMUEL F.....	807
VILAS, WILLIAM F.....	808
VOEGTLY, NICHOLAS H.....	808
VOIGHT, EDWARD W.....	809
VOLLMER, JOHN P.....	810

W.

WADE, JEPHTHA H.....	811
WADSWORTH, JAMES W.....	811
WADSWORTH, JULIUS.....	812
WAGNER, WEBSTER.....	812
WALBRIDGE, HORACE S.....	812
WALKER, EDWIN.....	813
WALKER, JOHN.....	813
WALKER, JOSEPH II.....	813
WALKER, JOSEPH R.....	814
WALKER, THEOPHILUS W.....	816
WALKER, THOMAS B.....	817
WALKER, WILLIAM A., JR.....	819
WALLACE, EBENEZER G.....	819
WALLACE, JAMES F.....	820
WALLACE, RODNEY.....	821
WALTERS, WILLIAM T.....	822
WALTON, JOSEPH.....	822
WANAMAKER, JOHN.....	823

PAGE

WARD, DAVID.....	823
WARD, EBER B.....	823
WARD, MARCUS L.....	824
WARDEN, WILLIAM G.....	825
WARDER, BENJAMIN H.....	825
WARFIELD, WILLIAM S.....	826
WARNER, EZRA J.....	826
WARNER, JOHN.....	827
WARREN, GEORGE H.....	831
WARREN, JOSEPH M.....	827
WARREN, NATHAN B.....	830
WARREN, LEVI L.....	831
WASHBURN, CADWALADER C.....	832
WASHBURN, WILLIAM D.....	832
WASON, CHARLES W.....	836
WATKINS, JABEZ B.....	836
WATSON, DON ALONZO.....	837
WATTS, GEORGE W.....	839
WATTS, SAMUEL.....	839
WEBSTER, GEORGE H.....	839
WEED, SMITH M.....	840
WEIS, JULIUS.....	843
WELCH, PIERCE N.....	843
WELLINGTON, QUINCY W.....	845
WELLS, CALVIN.....	845
WELLS, CHANDLER J.....	846
WELLS, ERASTUS.....	846
WELLS, HENRY.....	846
WELSH, JOHN.....	847
WENTWORTH, JOHN.....	848
WENTWORTH, MOSES J.....	848
WERNWAG, LEWIS.....	849
WESSON, DANIEL B.....	850
WESTCOTT, JOHN M.....	850
WESTINGHOUSE, GEORGE.....	851
WESTON, ABIJAH.....	855
WHARTON, JOSEPH.....	856
WHEELER, CHARLES.....	856
WHEELER, JOHN W.....	857
WHEELER, NATHANIEL.....	857
WHEELWRIGHT, JOHN W.....	859
WHIPPLE, JOSEPH R.....	859
WHITCOMB, GEORGE H.....	860
WHITE, ALEXANDER.....	860
WHITE, ANDREW D.....	860
WHITE, CYRUS.....	861
WHITE, FRANCIS.....	861
WHITE, HORACE.....	861
WHITE, JAMES B.....	862
WHITE, MORDECAI M.....	862
WHITE, NATHANIEL.....	863
WHITE, RALPH H.....	864
WHITING, WILLIAM.....	864
WHITMORE, NATHANIEL M.....	864
WHITNEY, CHARLES.....	865
WHITRIDGE, THOMAS.....	865
WHITEMORE, JOHN H.....	865
WHITTIER, WILLIAM F.....	866
WICK, HENRY.....	869
WIELAND, JOHN.....	871
WILBER, DAVID.....	871
WILBUR, ELISHA P.....	872
WILCOX, HORACE.....	872
WILDER, AMHERST H.....	873
WILLARD, JOHN A.....	873
WILLARD, JOSEPH C.....	874
WILLARD, SYLVESTER.....	876
WILLIAMS, EDWARD H.....	876
WILLIAMS, GEORGE W.....	877

	PAGE
WILLIAMSON, ISAIAH V....	878
WILLIAMSON, SAMUEL.....	878
WILLING, HENRY J.....	879
WILLISTON, SAMUEL.....	879
WILMERDING, J. CLUTE...	879
WILSON, JOHN T.....	880
WILSON, OBED J... ..	880
WILSON, SAMUEL K.....	881
WILSON, THOMAS.....	881
WINANS, ROSS	883
WINANS, THOMAS D.....	884
WINCHESTER, OLIVER F...	884
WINDISCH, CONRAD.....	885
WINSLOW, AUGUSTUS S...	885
WINSLOW, JOHN F.....	885
WINSTON, FREDERICK H...	886

	PAGE
WISDOM, BENJAMIN H.....	886
WITHERBEE, JONATHAN G..	887
WITHERBEE, FRANK S.....	887
WOLCOTT, HENRY R.....	888
WOLCOTT, ROGER	888
WOOD, WALTER A... ..	889
WOODMAN, FRANK	889
WOLFORD, PETER.....	890
WOODS, JOHN L.....	890
WOODS, WILLIAM S.....	892
WOODWORTH, CHAUNCEY B.	892
WORTHEN, MOSES E.....	893
WRIGHT, AMMI W.....	894
WRIGHT, CHARLES B.....	895
WRIGHT, JAMES A.....	897
WRIGHT, JOHN C.....	897

	PAGE
WYETH, WILLIAM M	898
WYMAN, SAMUEL.....	898

Y.

YATES, ARTHUR G... ..	899
YAWKEY, WILLIAM C.....	900
YERKES, CHARLES T.....	901
YESLER, HENRY L.....	904
YOUNG, JAMES	905
YOUNG, SAMUEL M.....	905
YOUNGLOVE, MOSES C. ...	906

Z.

ZIMMERMAN, EUGENE.	907
-------------------------	-----



